



Anna Colamussi
INTERIM COMMUNITY DEVELOPMENT DIRECTOR

DEVELOPMENT SERVICES
505 South Vulcan Avenue, Encinitas, CA 92024

Katie Innes
PLANNING MANAGER

March 10, 2025

**CEQA Initial Study - Environmental Checklist Form
(Based on the State CEQA Guidelines, Appendix G)**

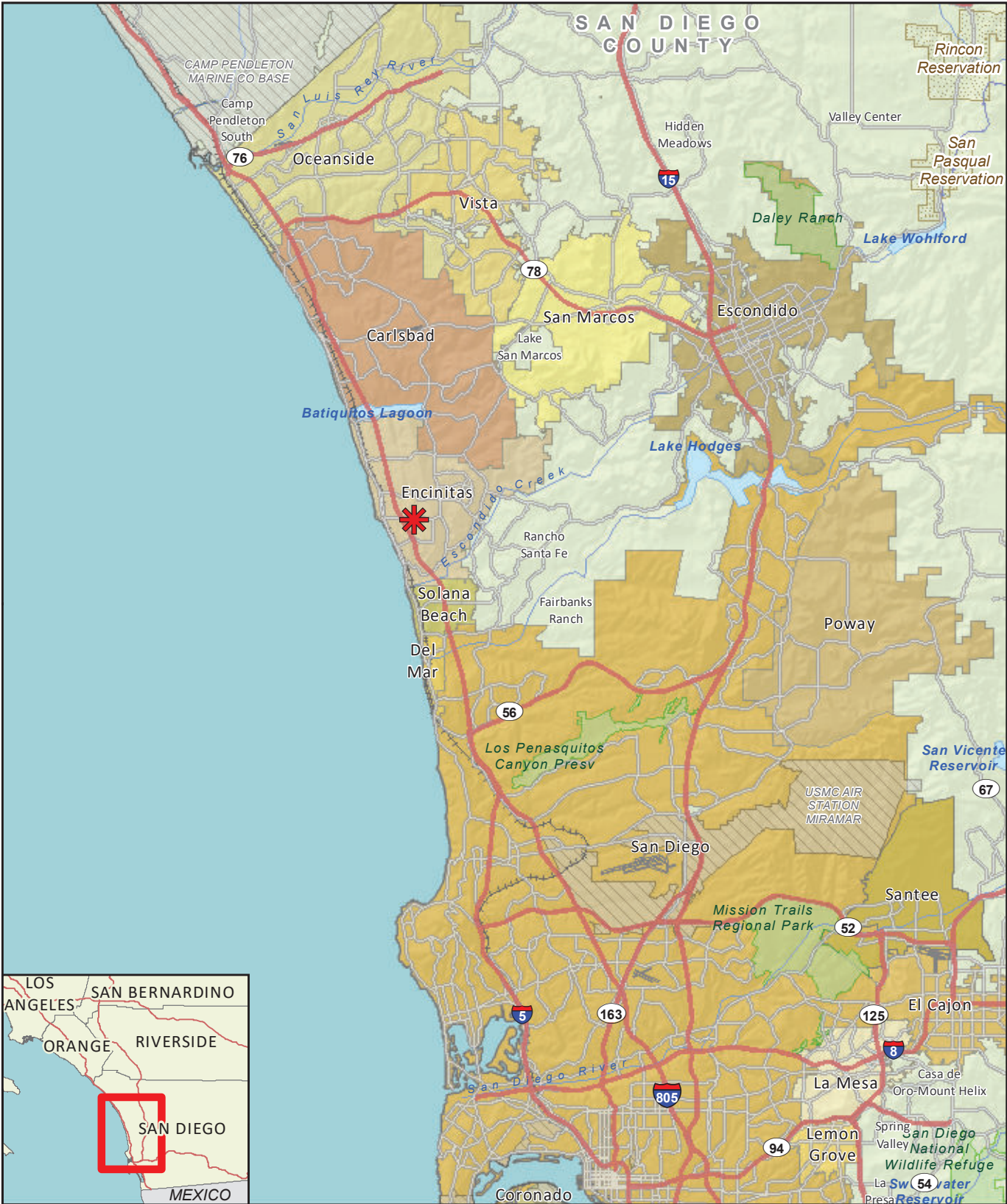
1. Title: Santa Fe Subdivision Project
Project Number(s): MULTI-4398-2021, USE-4399-2021, DR-4402-2021; SUB-4404-2021, CDPNF-4403-2021, ENV-007934-2025
2. Lead agency name and address:
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024
3. Contact: Christina M. Bustamante, Project Manager
Phone number: 760-943-2207
Email: cbustamante@encinitas.ca.gov
4. Project location:
The Santa Fe Subdivision Project (project) is located in the city of Encinitas, situated east of Interstate 5, south of Santa Fe Drive and west of El Camino Real (Figure 1). The project is located within Township 13 South, Range 04 West of the U.S. Geological Survey 7.5-minute topographic map series, Encinitas quadrangle (Figure 2). The 5.20-gross-acre project site, which consists of the 4.87-acre project footprint and the 0.33-acre off-site improvement area, is bounded by Santa Fe Drive and San Dieguito High School Academy to the north, a tennis club to the east, Munevar Road and residential properties to the south and residential properties to the west (Figure 3).
5. Project Applicant name and address:
Scott Travasos
914 North Coast Highway 101
Encinitas, CA 92024

6. General Plan: Residential (R8)
Density: 8.0 Dwelling Unit Per Acre
Floor Area Ratio (FAR) 0.6

7. Zoning
Use Regulation: Residential (R8)
Minimum Lot Size: 5,400 square feet
Special Area Regulation: Coastal Zone

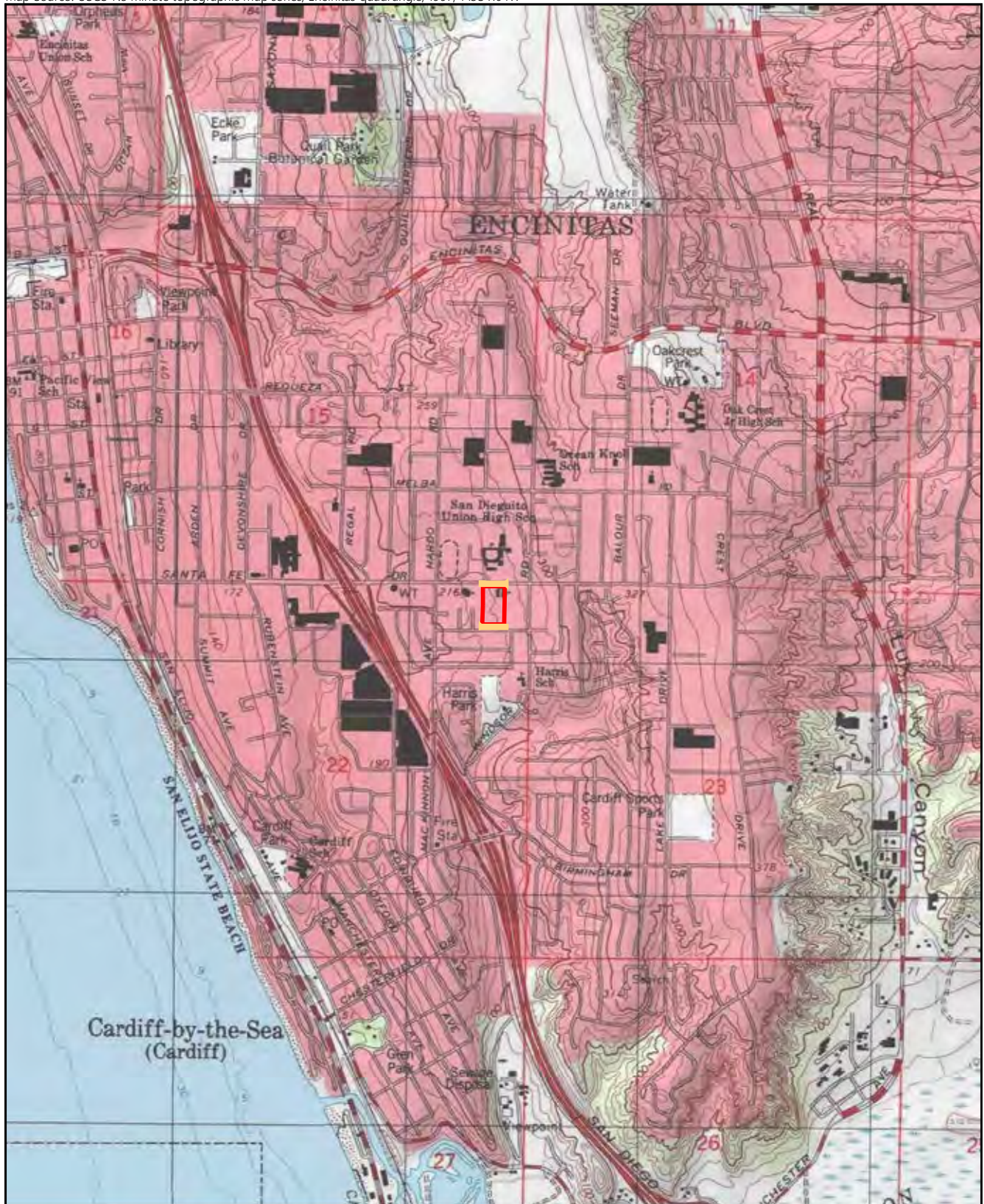
8. Description of project:

The project would demolish an existing church with administrative office, a preschool and a single-family dwelling to construct a 51-unit residential subdivision utilizing the state density bonus. The proposed residential units would consist of 35 detached single-family units and eight multi-family duplex lots that would provide 16 multi-family residential units (Figure 4). Amongst the proposed 51 residential units, five would consist of density bonus/inclusionary "Very Low-Income (50 percent average median income)" affordable units that would be deed restricted to require affordability in perpetuity. The project would include four plan types that provide a range of housing sizes from one to three bedrooms with one- to two-car garages. Vehicular and pedestrian access would be provided via Santa Fe Drive. Project construction would stage equipment within the project footprint. The discretionary actions associated with the project includes the approval of a Density Bonus Tentative Map, a Use Permit for a Planned Development, a Coastal Development Permit due to the site being located within the Coastal Zone consistent with the City of Encinitas' (city) Local Coastal Program and a Design Review Permit.



 Project Location



FIGURE 1
Regional Location



- Project Site
- Off-site Improvement Area

FIGURE 2
Project Location on USGS Map



-  Project Site
-  Off-site Improvement Area

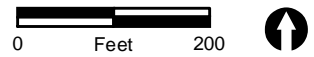


FIGURE 3
Project Location on Aerial Photograph



UNIT TYPES

- UNIT TYPE A - SFR
- UNIT TYPE B - SFR
- UNIT TYPE B2 - SFR
- UNIT TYPE C - DUPLEX
- UNIT TYPE C2 - DUPLEX
- UNIT TYPE D - DUPLEX

KEYNOTES

- DB DENSITY BONUS - VERY LOW INCOME - AFFORDABLE UNITS
- I.H. INCLUSIONARY HOUSING UNIT



FIGURE 4
Site Plan

Density Bonus Waivers

Per state Density Bonus Law, projects proposing affordable housing shall be entitled to unlimited waivers in addition to any concession/incentive the project is otherwise entitled to provided that none of the findings contained in state Government Code Section 65915 (e)(1) can be made. The project proposes to waive the development standards contained in Section 30.16.010 of the Encinitas Municipal Code (EMC) and the Off-street Parking Design Manual that would have the effect of physically precluding the construction of the development, including but not limited to: private road standards in lieu of public road standards, net lot area, lot width, lot depth, front, rear, side yard setbacks, lot coverage, a waiver of land use to utilize duplex units in a single-family zone, waiver of primary access location to subject property, and parking requirements listed below in Table 1.

Table 1 Requested Waivers			
Encinitas Municipal Code Regulation	Applicable Project Design	Required	Proposed Waiver
24.29.020(D)	Private Road Standards	Any road serving more than ten (10) lots shall be a public road built to public standards, as "Private Streets may only be established where the development creates a cul-de-sac street serving 10 or less lots."	Requesting a reduction in the required paved width and overall right-of-way width for an "Urban Local" street as defined in the Public Road Standards serving residential lands zoned for 3.01 dwelling units per acre or greater. Additionally, we are requesting the street to remain a private road as a mapped, lettered lot, with maintenance responsibility falling to the homeowner's association created with the mapped lots as opposed to City of Encinitas Public Works.
30.16.010	Reduction in Net Lot Area	Minimum net lot area for the R8 zone is 5,400 square feet (SF).	The minimum net lot area proposed is 3,219 SF, and the average net lot area proposed is 3,501 SF.
30.16.010	Reduction in Minimum Lot Width	Minimum net lot width for the R8 zone is 60 feet.	The minimum lot width proposed is 43 feet, and the average lot width is 44 feet.
30.16.010	Reduction in Minimum Lot Depth	Minimum net lot depth for the R8 zone is 90 feet.	The minimum lot depth proposed is 69 feet, and the average lot depth is 79 feet.
30.16.010	Front Yard Setback Requirements	Minimum front yard setback for the R8 zone is 25 feet.	The minimum front yard setback proposed is 5 feet.
30.16.010	Rear Yard Setback Requirements	Minimum rear yard setback for the R8 zone is 25 feet.	The minimum rear yard setback proposed is 4 feet.
30.16.010	Side Yard Setback Requirements	Minimum side yard setback for the R8 zone is 5 feet for interior lots.	The minimum side yard setback proposed is 0 feet.
30.16.010	Lot Coverage Requirements	Maximum lot coverage for the R8 zone is 40 percent of the net lot area.	Maximum lot coverage proposed is 49 percent and the average lot coverage is 44 percent.
Underlying land use	Land Use to Utilize Duplex Units	R8 allows for single-family development that includes one primary residence on one lot.	Proposes 8 multi-family/duplex lots, with two residences on one mapped lot for a total of 16 for sale multi-family condominium units.

Table 1 Requested Waivers			
Encinitas Municipal Code Regulation	Applicable Project Design	Required	Proposed Waiver
Section 4.4.1 of the City of Encinitas Design Standards and Guidelines (Amended January 2022)	Primary Access off Santa Fe Drive instead of Munevar Road	Access shall be taken from the side street or alleys when side streets or alleys are located adjacent to the project and meet access width requirements.	Proposes to take primary access off Santa Fe Drive instead of Munevar Road.
30.54.030	Single-Family Residential Parking Requirements	Two enclosed parking spaces for each unit up to 2,500 square feet of floor area, and 3 spaces for dwelling units in excess of 2,500 square feet.	Proposes 74 single-family residential parking spaces, 70 of which are enclosed, and requests a waiver of 19 parking spaces.

Dwelling Units and Parking

As defined in EMC Section 30.54.030, for multi-family dwellings, 1.5 off-street parking spaces are required for studio apartment units, two off-street parking spaces are required for one- and two-bedroom units and 2.5 off-street parking spaces are required for three-bedroom units. However, the State Density Bonus Law Section 65915 (p)(1)(a) specifies different parking ratios for projects using density bonus, with zero to one-bedroom units requiring one off-street parking space per unit and two- to three-bedroom units requiring 1.5 off-street parking spaces per unit. The project proposes to utilize State Density Bonus Law ratios for determining residential parking requirements for multi-family dwelling units.

In total, the project is required to provide 93 new single-family residential parking spaces, 20 new multi-family residential parking spaces and four additional guest parking spaces for a total parking count of 117 parking spaces. The project requests a waiver of 19 single-family residential parking stalls. The project proposes to provide 74 new single-family parking spaces, 39 new multi-family parking spaces and 16 guest parking spaces for a total of 129 new parking spaces.

Common Areas, Lighting, Fencing, Retaining Walls

The project would construct a common space area providing a patio area, a playground area and a dog park. The common area patio would include the installation of a concrete barbeque wall with a precast concrete countertop. The playground would include the installation of playground equipment, boulders and eucalyptus stumps and logs with playground surfacing, and seating. The dog park would be fenced and gated with tables, chairs and synthetic pet turf and would have a pet waste and watering station installed.

Pedestrian-scaled lighting would be installed throughout the site to provide illumination to and from common areas and residences.

Perimeter fencing around the project site includes a six-foot cedar wood board fencing. Retaining walls proposed along the project's eastern edge would vary in height from 0.5 feet to a maximum of six feet in height and finished in a brownstone color are proposed internally along Lots 1, 4, 14, 39 and Lot B.

Access and Roadways

The project's existing driveways onto Santa Fe Drive would be demolished and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. The project would also construct a 24-foot-wide internal private east-west street that connects to 24-foot-wide internal looping private street (see Figure 4). Two stairways from the southwestern portion of the site would be installed to provide pedestrian access from Munevar Road. Walkways are proposed throughout the development and would be finished with concrete paving with a natural gray washed aggregate finish.

Grading

Project grading would require 22,550 cubic yards (cy) of cut and 400 cy of fill, resulting in a net export of 22,150 cy of soils and 8,000 cy of remedial grading to create pads suitable for the construction of residential structures, a new private street, bioretention basin, curb and gutter, walkways, and associated underground utilities. The maximum height of the cut slopes would be 11.7 feet and the maximum height of the fill slopes would be 1.7 feet.

Infrastructure Improvements

The project would construct private sewer and water mains to connect to the existing utilities on Santa Fe Drive to provide utility services to the development. The project would also construct one biofiltration basin that would be properly sized and designed to retain additional runoff volumes in the post-development condition, provide hydromodification management flow control, and designed to treat on-site storm water pollutants.

Landscaping

Figures 5a and 5b present the project planting plan. A total of 78 existing trees are located within the project footprint. The project would remove 64 trees from the project footprint while retaining 14 existing trees located along the southern project boundary near Munevar Road. Additionally, the project would plant 150 trees that would be privately maintained and 60 trees that would be maintained by the homeowners' association (HOA). Overall, the project site would possess 224 trees, resulting in a net increase of 146 trees compared to the 78 trees present in the existing condition. Therefore, the project would exceed the requirements of the City of Encinitas Climate Action Plan (CAP) Goal 7.1 to replace any existing tree removed during construction at a 1:1 ratio.



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
	ARBUTUS MARINA	STRAWBERRY TREE
	CERCIDIUM X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE
	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD
	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ'	NATCHEZ CRAPE MYRTLE
	PHOENIX DACTYLIFERA	MEDJOL DATE PALM
	QUERCUS AGRIFOLIA	COAST LIVE OAK (NATIVE)
	QUERCUS CHRYSOLEPIS	CANYON LIVE OAK (NATIVE)
	QUERCUS ENGELMANNII	ENGELMANN OAK (NATIVE)
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM
	EXISTING TREE TO BE PROTECTED IN PLACE	
	PINUS HALEPENSIS	ALEPPO PINE
	SHRUBS/SUCCULENTS/GRASSES SUCH AS:	
	BIORETENTION PLANTS	
	PLANTS MAINTAINED BY HOA & COMMON AREAS	
	SHRUBS (ASSUMES 100% 15 GAL)	

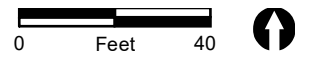


FIGURE 5a
Planting Plan



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
	ARBUTUS MARINA	STRAWBERRY TREE
	CERCIDIUM X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE
	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD
	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ'	NATCHEZ CRAPE MYRTLE
	PHOENIX DACTYLIFERA	MEDJOL DATE PALM
	QUERCUS AGRIFOLIA	COAST LIVE OAK (NATIVE)
	QUERCUS CHRYSOLEPIS	CANYON LIVE OAK (NATIVE)
	QUERCUS ENGELMANNII	ENGELMANN OAK (NATIVE)
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM
	EXISTING TREE TO BE PROTECTED IN PLACE	
	PINUS HALEPENSIS	ALEPPO PINE
	SHRUBS/SUCCULENTS/GRASSES SUCH AS:	
	BIORETENTION PLANTS	
	PLANTS MAINTAINED BY HOA & COMMON AREAS	
	SHRUBS (ASSUMES 100% 15 GAL)	

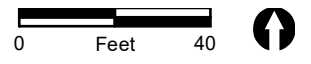


FIGURE 5b
Planting Plan

The project would be compliant with EMC Chapter 23.26, Water Efficient Landscape Regulations, including the extent and type of irrigation and plantings proposed. Fifty percent of the plantings shall be southern California native plants. Landscaping would be provided throughout the development, including along the internal private roadways, and within the biofiltration basin area. Landscaping would consist of drought-tolerant landscape with a mixture of trees, shrubs and ground cover. The HOA would be responsible for continual maintenance of all landscaping within the public right-of-way.

Project Design Features

In accordance with the goals of the city's CAP, the city's green building ordinance, and 2022 California Green Building Standards Code (CALGreen), the project proposes the following additional project design features (PDFs):

- All electric building,
- Solar photovoltaic systems to be installed on single-family buildings,
- Installation of one EV charging station within each unit's garage,
- Installation of low flow water fixtures in all the units,
- Installation of two EV chargers for guest parking,
- Provision of separate waste containers to allow for residential recycling, or the payment by the Applicant for a waste collection service that recycles in accordance with AB 341 to achieve a 75 percent waste diversion,
- Provision of waste containers to divert green waste from landfills and to be recycled as mulch in accordance with the SB 1383 goal of reducing organic waste disposal,
- Hearths would not be installed as part of the project, and
- Use of Tier 4 construction equipment that includes regulated diesel engines that have restricted emission levels of NOx and PM.

Environmental Conditions of Approval

The project would be required to meet the following standard conditions of approval (COA) prior to issuance of a grading permit.

COA-1: Crotch's Bumble Bee Pre-Construction Survey

To avoid impacts to Crotch's bumble bee (*Bombus crotchii*), habitat removal in the proposed area of disturbance must occur outside of the Colony Active Period between April 1 and August 31. If removal of habitat in the proposed area of disturbance must occur during the Colony Active Period, a Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of Crotch's bumble bee within the proposed area of disturbance. Surveys must be conducted by a Qualified Biologist meeting the qualifications discussed in the California Department of Fish and Wildlife (CDFW) guidance (i.e., Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, dated June 6, 2023) with a Memorandum of Understanding for Crotch's bumble bee surveys. The Qualified Biologist shall send all

photographic vouchers to a CDFW approved taxonomist to confirm the identifications of the bumble bees encountered during surveys.

The pre-construction survey shall be conducted during the Colony Active Period between April 1 and August 31 by the Qualified Biologist prior to the issuance of Grading Permit, Demolition Plans/Permits and Building Plans/Permits and within one year prior to the initiation of project activities (including removal of vegetation). The pre-construction survey shall consist of photographic surveys following CDFW guidance (i.e., Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, dated June 6, 2023). The surveys shall consist of three separate visits spaced two to four weeks apart. Survey results will be considered valid until the start of the next Colony Active Period. The Qualified Biologist/owner permittee shall submit the results (including positive or negative survey results) of the pre-construction survey to the city. Survey data shall be submitted by the Qualified Biologist to the California Natural Diversity Database in accordance with the Memorandum of Understanding with CDFW, or Scientific Collecting Permit requirements, as applicable.

If pre-construction surveys identify Crotch's bumble bee individuals on-site, the Qualified Biologist shall notify and consult with CDFW to determine whether project activities would result in impacts to Crotch's bumble bee, in which case, an Incidental Take Permit may be required. If an Incidental Take Permit is required, it shall be obtained prior to issuance of Grading Permit, Demolition Plans/Permits and Building Plans/Permits, and all necessary permit conditions shall be fulfilled prior to initiation of project activities. Take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (California Fish and Game Code §§ 86, 2062, 2067, 2068, 2080, 2085; California Code of Regulations, Title 14, Section 786.9) under the California Endangered Species Act.

COA-2: Migratory and Nesting Bird Pre-Construction Survey

To avoid impacts to migratory and nesting birds, habitat removal in the proposed area of disturbance must occur outside of the breeding season between March 1 and September 30. If removal of habitat in the proposed area of disturbance must occur during the bird breeding season, a pre-construction survey will be conducted prior to vegetation clearing between March 1 and September 30 (SANDAG 2003). This survey will be conducted at least one week prior to the vegetation being cleared. If vegetation clearing occurs outside of the breeding season, or the results of the pre-clearing nesting bird survey are negative, no additional measure will be required. If any active nests are detected, a buffer will be established around the nest and no work shall be conducted until the nest is no longer active.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project site and surrounding area is bounded by Santa Fe Drive and San Dieguito High School Academy to the north, a tennis club to the east, Munevar Road and residential properties to the south, and residential properties to the west. Currently, Pacific View Baptist Church and parking lot occupies the eastern and northwestern portion of the site, while an open grass field occupies the southern and western portion

of the site. Existing development patterns include both small lot residential-type land uses immediately to the south and west. Surrounding lots on the south, east and west are zoned Residential (R8) while property to the north is zoned Public/Semi-Public (S/SP). A church is located to the west and a tennis/paddleball facility to the east.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

<u>Permit Type/Action</u>	<u>Agency</u>
Landscape Plans	City of Encinitas
Grading Permit	City of Encinitas
Design Review Permit	City of Encinitas
City Right-of-Way Permits, Construction Permits, Excavation Permits, Encroachment Permits	City of Encinitas
Improvement Plans	City of Encinitas
National Pollutant Discharge Elimination System (NPDES) Permit	Regional Water Quality Control Board
General Construction Storm Water Permit	Regional Water Quality Control Board
Waste Discharge Requirements Permit	Regional Water Quality Control Board
Water District Approval	San Dieguito Water District
Sewer District Approval	Cardiff Sanitary Division
Fire District Approval	City of Encinitas Fire Department

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, has consultation begun?

YES

NO

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

Resources Code §21083.3.2). Information is also available from the Native American Heritage Commission's Sacred Lands File per Public Resources Code §5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code §21082.3(e) contains provisions specific to confidentiality.

On Sept. 23, 2024, the city sent consultation notification letters to Native American tribes on the city's Master List pursuant to the requirements of AB 52 pertaining to government-to-government consultation regarding the project. (The San Pasqual Band of Mission Indians and San Luis Rey Band of Mission Indians requested AB 52 consultation, which determined that the project would have the potential to unearth previously unknown tribal cultural resources).

APPENDICES

- Appendix A – Air Quality Analysis (RECON 2025)
- Appendix B – Local Transportation Assessment (Mizuta Traffic Consulting 2024)
- Appendix C – Results of the Biological Survey (RECON 2025)
- Appendix D – Tree Inventory Report (Tree Life 2024)
- Appendix E – Cultural Resources Survey (RECON 2025)
- Appendix F – Historical Evaluation Report (Heritage Architecture & Planning 2025)
- Appendix G – Geotechnical Investigation (Leighton and Associates, Inc. 2024)
- Appendix H – Greenhouse Gas Emissions Report (Eilar Associates, Inc. 2024)
- Appendix I – Pre-Demolition Hazardous Building Materials Survey (Ninyo and Moore 2024)
- Appendix J – Preliminary Hydrology and Hydraulics Study (Pasco Laret Suiter & Associates, Inc. 2024)
- Appendix K – Storm Water Intake Form and Priority Development Project Stormwater Quality Management Plan (Pasco Laret Suiter & Associates, Inc. 2024)
- Appendix L – Acoustical Analysis Report (Eilar Associates Inc 2024)
- Appendix M – Encinitas Fire Department Project Facility Availability Form
- Appendix N – Cardiff School District Project Facility Availability Form
- Appendix O – Encinitas Union School District Project Facility Availability Form
- Appendix P – Trip Generation and Vehicle Miles Traveled Screening Analysis (Mizuta Traffic Consulting 2024)
- Appendix Q – San Dieguito Water District Facility Availability Form
- Appendix R – Cardiff Sanitary District Project Facility Availability Form
- Appendix S – Preliminary Sewer Study (Pasco Laret Suiter & Associates, Inc. 2024)
- Appendix T – EDCO Waste & Recycling Services Will Serve Letter (EDCO 2023)

ACRONYMS AND ABBREVIATIONS LIST

AB	Assembly Bill
ACM	asbestos-containing material
ADT	average daily traffic
ALUC	Airport Land Use Commission
APE	area of potential effect
BMP	best management practice
C&D	Construction and Demolition
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
cfs	cubic feet per second
city	City of Encinitas
CNEL	community noise equivalent level
CO	carbon monoxide
cy	cubic yards
dB(A)	A-weighted decibels
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EMC	Encinitas Municipal Code
EMC	Encinitas Municipal Code
EO	Executive Order
EOP	Emergency Operations Plan
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas emissions
HMP	hydromodification
HOA	homeowners' association
in/sec	inch per second
ITE	Institute of Transportation Engineers
LCP	Local Coastal Plan
LCS	lead-containing surface
L _{eq}	average sound level
LOS	Level of Service
LTA	Local Transportation Assessment
MHCP	Multiple Habitat Conservation Program
MHCP	Multiple Habitat Conservation Program
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MS4	municipal storm water permit
MT CO ₂ e	metric tons of carbon dioxide equivalent

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
PDF	project design feature
PM ₁₀	particulate matter less than 10 microns
PM _{2.5}	particulate matter less than 2.5 microns
PPV	peak particle velocity
project	Santa Fe Subdivision Project
RAQS	Regional Air Quality Standards
RECON	RECON Environmental, Inc.
RME	Resource Management Element
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
SANDAG	San Diego Association of Governments
SANTEC	San Diego Traffic Engineers' Council
SB	Senate Bill
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SF	square feet
SFHA	special flood hazard area
SIP	State Implementation Plan
SO _x	sulfur oxides
SVCOZ	Scenic/Visual Corridor Overlay Zone
SWQMP	Stormwater Quality Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCM	transportation control measures
TIS	Traffic Impact Studies
TM	tentative map
U.S. EPA	U.S. Environmental Protection Agency
UWR	Universal Waste Rule
VMT	vehicle miles per traveled

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

DocuSigned by:

Christina Bustamante

5E8DD1BD375846C...

March 10, 2025

Signature

Date

Christina Bustamante

Project Manager

Printed Name

Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources 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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “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.
4. “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.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL ANALYSIS

I. AESTHETICS. Except as provided in Public Resources Code Section 21099 -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As described in the General Plan, the city places a high value on the protection of visual resources and preservation of scenic vistas throughout the community. To this end, the Resource Management Element of the General Plan encourages the city’s establishment of a Scenic/Visual Corridor Overlay to ensure identified views as identified in the General Plan are not compromised by future development (City of Encinitas 2011). Figure 3 of the General Plan Resource Management Element presents the Visual Resource Sensitivity Map. Consistent with the General Plan, EMC Section 30.34.080 applies Scenic/Visual Corridor Overlay Zone (SVCOZ) regulations to all properties within the scenic view corridor along scenic highways and adjacent to significant viewsheds and vista points as described in the visual resource sensitivity map of the Resource Management Element of the General Plan. New development could have the potential to obstruct, interrupt, or detract from a scenic vista.

Review of Figure 3 of the General Plan Resource Management Element determined that the project site is not located within a SVCOZ and is not located within the viewshed of any other scenic vista identified in the city’s Visual Resource Sensitivity Map. The project is located in a relatively flat urbanized area that does not afford views of scenic vistas. Therefore, the project would not result in an adverse effect on a scenic vista, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic (Caltrans - California Scenic Highway Program). Generally, the area defined within a state scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist’s line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

The project site is not located within an area visible from a state-designated scenic highway. The nearest eligible state scenic highway is the Interstate 5 (I-5) corridor located 0.4 miles west of the project site (Caltrans 2024). Due to the distance from the I-5 corridor and the urbanized nature of the corridor, the project site would not be visible from this state-designated scenic highway. Pursuant to Policy 4.7 of the General Plan Resource Management Element, La Costa Avenue and El Camino Real are designated as scenic roadways in the city’s General Plan (City of Encinitas 1991); however, the project site is not visible from La Costa Avenue or El Camino Real, as both scenic roadways are located 3.5 miles north and 1.1 mile east of the project site, respectively.

As described in Section V(a) below, there are no historic buildings located on the project site. There are no rock outcroppings on the property. The project includes a landscape concept plan that would replace trees removed during construction at a 1:1 ratio. Therefore, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway. No impact would occur.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: Projects located in urbanized areas would result in a significant aesthetic impact if a project would conflict with applicable zoning and other regulations governing scenic quality. The project site is within a residential area in the southern part of the city. The existing visual character and quality surrounding the project site consists of an urban environment consisting primarily of residential uses, along with a tennis club to the east and the San Dieguito High School Academy to the north. Similar to many surrounding residential lots, the project is designated in the General Plan as R8 and zoned R8. The project would develop 51 residential units, consisting of a mix of single family and multifamily development. The current zoning for the project site allows for a base density of 42 units. The project is requesting a density bonus pursuant to state and local law that allows a property owner to increase density (the total number of dwelling units) on their property above the maximum set under the city’s General Plan. Therefore, with consistency with the density bonus law, the project would be consistent with the existing general plan designation and zoning.

The project would be consistent with the existing visual character of the surrounding neighborhood as the project’s residences would be designed consistent with the City of Encinitas Design Standards and Guidelines, which are reflected in project specific design features included as conditions of project approval. Therefore, the project would not conflict with

applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project’s outdoor lighting would be designed in compliance with the Performance Standards as outlined in EMC Chapter 30.40.010. All outdoor lighting would be pedestrian scaled to provide light to parking and common areas to and from residences. As such, the outdoor lighting would be at a height and shielded in such a manner that the light is directed away from streets or adjoining properties which would reduce impacts to nighttime views. Per the EMC regulations, luminaries, lamps, or light sources shall not be directly visible from any adjoining residential property. Residential structures would be designed with natural materials and appropriately sized windows, which would reduce the potential for substantial glare that would impact daytime views. Lighting from within structures is typical for the surrounding residential neighborhood, and would not be substantial enough to impact nighttime views. Therefore, the project would not create a significant new source of substantial light or glare which would adversely affect daytime or nighttime views in the area, and impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

No Impact: The project site was not used previously for agricultural purposes nor is the site currently being utilized for agricultural purposes. The California Department of Conservation (DOC) “California Important Farmland Finder” classifies the project site as Urban and Built-Up Land (DOC 2022). Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project site is zoned as R8, which does not allow for agricultural cultivation. The project site is not subject to a Williamson Act Contract nor within proximity to and properties subject to a Williamson Act Contract. Therefore, the project would not conflict with existing zoning for agricultural use or with a Williamson Act Contract. No impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The city does not have any zoning classifications for forestland, timberland, or timberland production zones. The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g) and is not zoned as forest or timberland. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project site does not contain any forest land as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). Therefore, the project would not result in the loss of forest land or convert forest land to non-forest use. No impact would occur.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use or conversion of forest land to non-forest use?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

No Impact: The project site does not support any agricultural or forest land, nor are there any active agricultural operations or forestland within the vicinity of the project site. Therefore, the project would not result in the conversion of farmland to a non-agricultural use or convert forestland to a non-forest use. No impact would occur.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management district 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 San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The Regional Air Quality Standards (RAQS) is the applicable regional air quality plan that sets forth the San Diego Air Pollution Control District's (SDAPCD's) strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The San Diego Air Basin (SDAB) is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and nitrogen oxides (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The 2022 RAQS, in conjunction with the transportation control measures (TCM) prepared by the SDAPCD, were most recently adopted in 2023 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends and land use plans developed in general plans and used by San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the city's General Plan would not conflict with the RAQS. In the event that a project would

propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is currently designated in the General Plan as R8 and zoned as R8 (eight dwelling units per acre). The project would be consistent with the existing land use and zoning designations for the project site; however, the project would include a density bonus that would allow an increase in units from the base density of 42 units to a total of 51 units. Nonetheless, this increase in units does not necessarily mean that it would conflict with implementation of the RAQS. The additional units allowed under state Density Bonus Law would allow for the construction of additional much needed housing in the region to account for planned population growth. The RAQS “emissions inventory, projections, and trends are based on ozone precursor emissions data compiled and maintained by the California Air Resources Board [CARB]. Supporting data were jointly developed by CARB, the [SDAPCD], and [SANDAG], which each play a role in collecting and reviewing the data necessary to generate comprehensive planning emission inventories” (SDAPCD 2022). CARB modeling utilizes the most current growth and emissions control data available to provide comprehensive projections of emissions for each year from 2022 to 2050. Current regional growth projections are accounted for in the RAQS. Therefore, even with the density bonus, the project would be consistent with the growth projections accounted for in the RAQS. Additionally, as discussed in Section III(b) below, project emissions would not exceed the applicable screening thresholds for all criteria pollutants. These project-level thresholds are designed to help achieve attainment with cumulative basin-wide standards. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The region is classified as an attainment area for all criterion pollutants except ozone, particulate matter less than 10 microns (PM₁₀), and particulate matter less than 2.5 microns (PM_{2.5}). The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone. PM_{2.5} includes fine particles that are found in smoke and haze and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM₁₀ includes both fine and coarse

dust particles; sources include crushing or grinding operations, as well as dust from paved or unpaved roads.

Construction impacts would be temporary and would result from fugitive dust, equipment exhaust and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional or local. In the case of this project, operational impacts are primarily due to emissions from mobile sources associated with vehicular travel along the roadways within the project area.

Construction and operation air emissions were calculated as a part of the Air Quality Analysis prepared for the project (Appendix A) using California Emissions Estimator Model (CalEEMod) 2022 (California Air Pollution Control Officers Association [CAPCOA] 2022).

Construction

Construction emissions were calculated for the following construction phases: demolition, site preparation, grading, building construction, paving and architectural coatings. Table 2 presents the construction emissions that would be generated by the project.

Table 2 Summary of Maximum Construction Emissions (pounds per day)						
Construction Phase	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	2	22	20	<1	3	1
Site Preparation	3	29	29	<1	9	5
Grading	2	28	23	<1	5	3
Building Construction	1	10	14	<1	1	<1
Paving	1	7	10	<1	<1	<1
Architectural Coatings	36	1	1	<1	<1	<1
Maximum Daily Emissions	36	29	29	<1	9	5
<i>Significance Threshold</i>	250	250	550	250	100	67

SOURCE: Appendix A.
 ROG = reactive organic gas; NO_x = nitrogen oxides, CO = carbon monoxide; SO_x = sulfur oxides;
 PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values and did not take into account the required dust control measures. The project applicant would implement standard construction measures compliant with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54 and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

Thus, the emissions shown in Table 2 are conservative. For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the screening thresholds based on the Air Quality Impact Analysis trigger levels for new or modified stationary sources established by the SDAPCD (SDAPCD Rules 20.1, 20.2 and 20.3). As shown in Table 2, maximum daily construction emissions associated with the project are projected to be less than the applicable screening thresholds for all criteria pollutants. Therefore, project construction would not 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, and impacts would be less than significant.

Operation

Long-term emissions of regional air pollutants occur from operational sources. Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from the use of consumer products, as well as applying architectural coatings and landscaping activities. Energy emissions would result from the use of natural gas. Table 3 presents the operational emissions that would be generated by the project.

Table 3 Summary of Project Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile	2	2	15	<1	3	1
Area	3	<1	3	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	5	2	18	<1	3	1
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
NOTE: Totals may vary due to independent rounding. ROG = reactive organic gas; NO _x = nitrogen oxides, CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns						

As shown in Table 3, the project’s daily operational emissions would not exceed the applicable screening thresholds for all criteria pollutants. These thresholds align with attainment of the NAAQS which were developed to protect the public health, specifically the health of “sensitive” populations, including asthmatics, children and the elderly. Consequently, project operation would not impact any sensitive populations. Therefore, project operation would not 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, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals and residential communities. The project site is surrounded by residential land uses. Additionally, San Dieguito Academy High School is located north of the project site and a tennis club is located east of the project site.

Carbon Monoxide Hot Spots

Localized carbon monoxide (CO) concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal Clean Air Act. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards.

Due to increased requirements for cleaner vehicles, equipment and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the South Coast Air Quality Management District screening threshold of 31,600 vehicles per hour.

Peak hour turning volumes at study area intersections were calculated as a part of the Local Transportation Assessment (LTA; Appendix B). The study area intersections include Santa Fe Drive at Nardo Road/MacKinnon Avenue, Santa Fe Drive at Bonita Drive/Windsor Road, and Santa Fe Drive at the San Dieguito High School Driveway/Project Driveway. Existing plus project peak hour turning volumes at these intersections would be 1,665 vehicles per hour or less, which would be well less than 31,600 vehicles per hour. Therefore, the project would not generate a CO hot spot that could expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Diesel Particulate Matter – Construction

Project construction would result in temporary (i.e., 15 months based on default CalEEMod modeling) diesel exhaust emissions from on-site heavy-duty equipment. Project construction would result in the generation of diesel-exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately 15 months based on default CalEEMod phase lengths. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is

positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 15 months, the exposure would be 4 percent of the total 30-year exposure period used for health risk calculation. Further, the project would implement construction best management practices and would be conducted in accordance with CARB regulations. Specifically, the project would implement the following Best Available Control Technology for Toxics measures during construction:

- The construction fleet shall use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or utilize CARB/U.S. EPA Engine Certification Tier 3 or better, or other equivalent methods approved by the CARB.
- The engine size of construction equipment shall be the minimum size suitable for the required job.
- Construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.
- Per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons.

Therefore, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic toxic air contaminants (TACs) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced. Therefore, project construction would not generate significant DPM emissions that could expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Stationary Sources

CARB provides guidance on siting land uses near major emitters or facilities of concern. These facilities include distribution centers, chrome platers, dry cleaners using perchloroethylene and large gas stations. The project would not include any of these land uses or place sensitive receptors within the recommended buffer distances of these uses. The project would not construct a stationary source of toxic emissions. Therefore, project operation would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: During construction, diesel equipment may generate some nuisance odors. However, exposure to odors associated with project construction would be temporary in nature, which would disperse and dissipate quickly in an outdoor environment. Therefore, project construction would not generate other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant. Once operational, the project would not include heavy industrial, agricultural activities, or any other uses that are typically associated with odor complaints. Therefore, project operation would not generate other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES -- Would the project:

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input checked="" type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: RECON Environmental, Inc. (RECON) prepared a Biological Resources Survey for the project (Appendix C). RECON conducted a general biological survey, on Wednesday, May 24, 2023, of the 5.20-gross-acre project site, which consists of the 4.87-acre project footprint and the 0.33-acre off-site improvement area (collectively referred to as the biological survey area). Figure 6 presents the boundary of the biological survey area, as well as the distribution of biological resources identified during the survey.

Vegetation Communities/Land Cover Types

The general biological survey identified two vegetation communities/land cover types within the project site: non-native grassland and developed land. The acreage of these vegetation communities/land cover types is presented in Table 4 and descriptions are provided below.

Table 4 Vegetation Communities/Land Cover Types			
Vegetation Community/ Land Cover Type	Project Footprint (acres)	Off-site Improvement Area (acres)	Total (acres)
Non-native Grassland	1.50	-	1.50
Developed Land	3.37	0.33	3.70
TOTAL	4.87	0.33	5.20

Non-native grassland occurs predominately within the western half of the project site and occupies 1.50 acres. The non-native grassland was dominated by red brome (*Bromus madritensis* ssp. *rubens*), crete weed (*Hedypnois rhagadioloides*), hare barley (*Hordeum murinum* ssp. *leporinum*) and rye grass (*Festuca perennis*). A few scattered non-native Aleppo pines (*Pinus halepensis*) also occur within the non-native grassland.

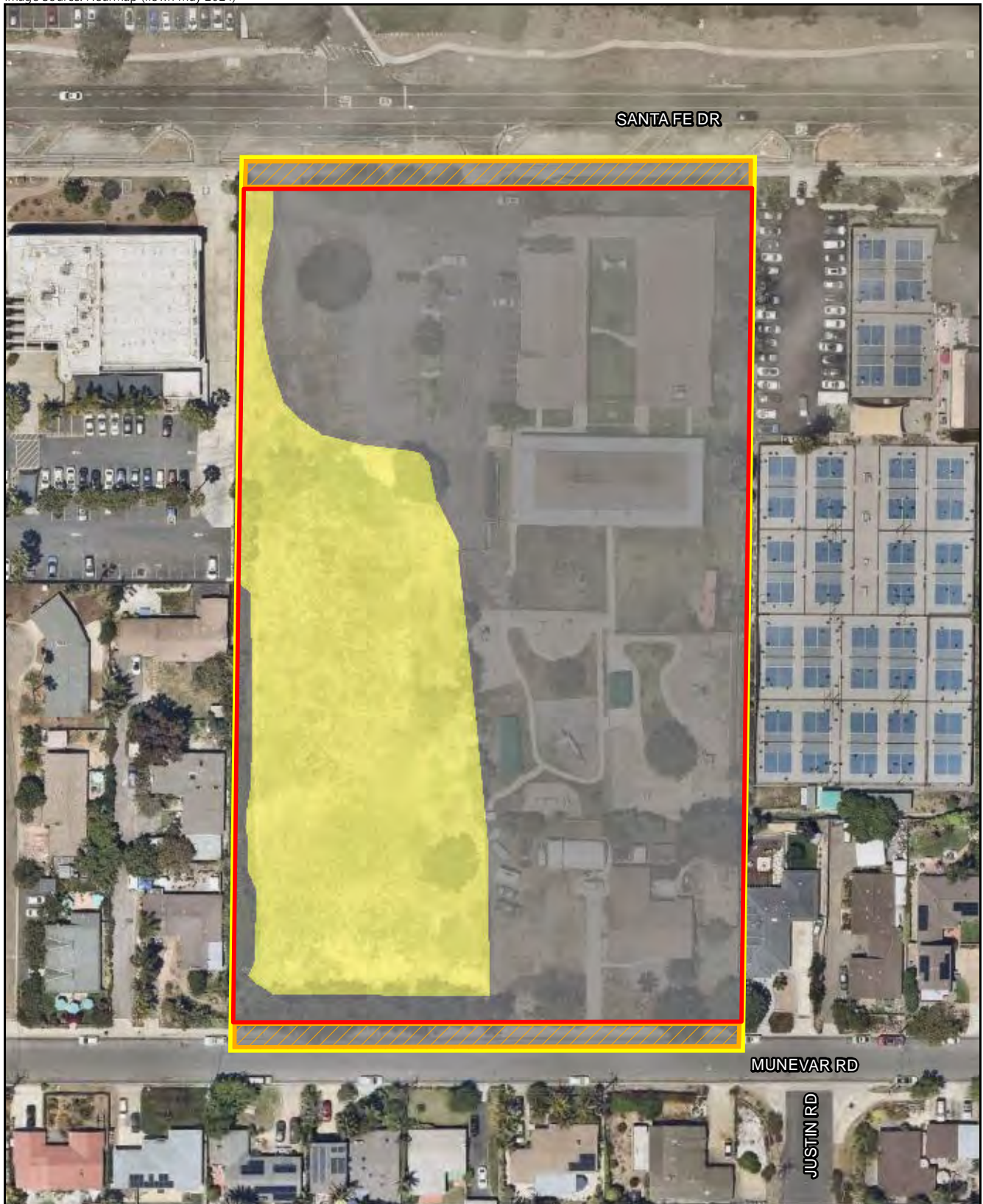
The non-native grassland contains a man-made swale located along the southwest perimeter to collect runoff from the project site. The swale is located parallel to the fencing separating the project site from the residential homes to the west. The swale is three feet wide, does not connect to a stream bed and collects on-site runoff to prevent flooding of the homes west of the project site. The swale contains no sensitive plant species. The common plant species within this swale include spiny rush (*Juncus acutus* ssp. *leopoldii*), mariposa rush (*Juncus dubius*), rye grass, hyssop loosestrife (*Lythrum hyssopifolia*).




The project would directly impact 1.50 acres of non-native grassland and 3.37 acres of developed land within the project footprint, and an additional 0.33 acre of developed land within the off-site improvement areas (Figure 7; Table 5). Impacts to 3.70 acres of developed land are not considered significant and would not require mitigation. Non-native grassland is considered a sensitive habitat by the Multiple Habitat Conservation Program (MHCP) (SANDAG 2003), and impacts would be considered significant. Implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant.

Table 5 Impacts to Vegetation Communities/Land Cover Types				
Vegetation and Land Cover Types	Project Footprint (acres)	Project Footprint Impacts (acres)	Off-site Improvement Area Impacts (acres)	Total Impacts (acres)
Non-native Grassland – Group E	1.50	1.50	0.00	1.50
Developed Land – Group F	3.70	3.37	0.33	3.70
TOTAL	5.20	4.87	0.33	5.20

Sensitive Plants

No sensitive plant species were observed on the project site, and none are expected to occur due to the high level of disturbance and lack of native habitats on-site. Sensitive plant species known to occur in the project vicinity (i.e., within one mile of the project site), listed as a narrow endemic in MHCP (SANDAG 2003), or that have a potential to occur based on species range (see Appendix C). Therefore, the project would not have substantial adverse effects on any sensitive pant species. No impact would occur.



-  Project Site
-  Off-site Improvement Area
-  Biological Survey Area



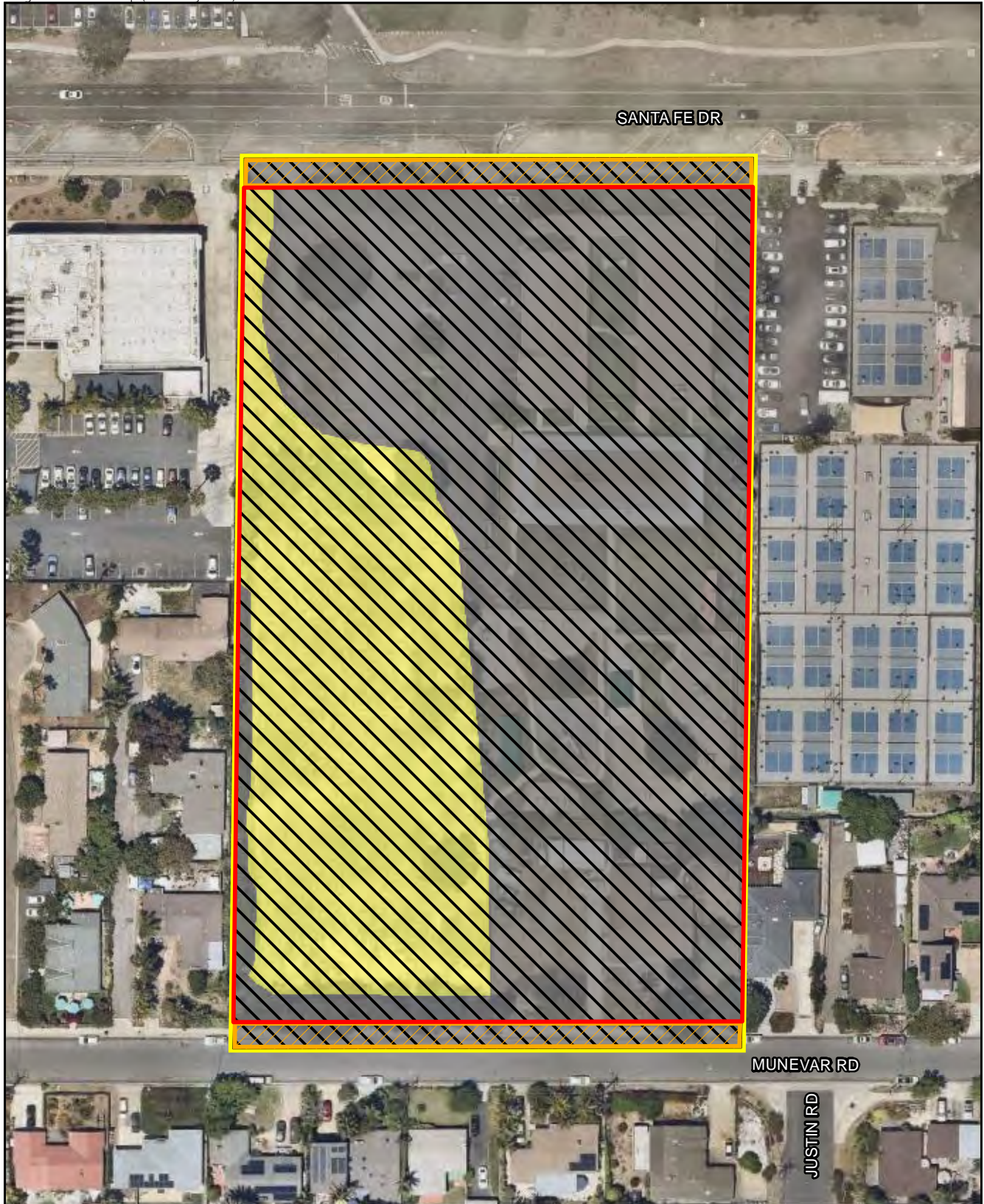



- Vegetation Community**
-  Non-native Grassland
 -  Urban/Developed



FIGURE 6
Existing Biological Resources



-  Project Site
-  Off-site Improvement Area
-  Project Impacts



- Vegetation Community**
-  Non-native Grassland
 -  Urban/Developed



FIGURE 7
Impacts to Biological Resources

Sensitive Wildlife Species

No sensitive wildlife species were observed on the project site, and none are expected to occur due to the high level of disturbance and lack of native habitats on-site. Crotch’s bumble bee was not observed during the general biological survey and has a low potential to occur within the project site due to the presence of scattered horticultural flowers. The project site lacks native habitat, proximity to open space with high quality nectar sources, and is highly disturbed. However, as a state candidate for listing as endangered, impacts to Crotch’s bumble bee would be considered significant. Adherence to the requirements documented in COA-1 presented in the project description above would avoid impacts to Crotch’s bumble bee.

There is potential for migratory birds to nest within the project site due to the presence of vegetation on-site, which are covered by MHCP regulations. A Tree Survey Report was prepared for the project as specified by the city’s Urban Forest Management Program (Appendix D). The Tree Survey Report examined the condition, location and size of existing trees located within the project site. The project would remove 64 trees from the project footprint while retaining 14 existing trees located along the southern project boundary near Munevar Road. Additionally, the project would plant 150 trees that would be privately maintained and 60 trees that would be maintained by the HOA. Overall, the project site would possess 224 trees, resulting in a net increase of 146 trees compared to the 78 trees present in the existing condition. Consequently, the project would exceed the requirement of the City of Encinitas CAP Goal 7.1 to replace any existing tree removed during construction at a 1:1 ratio. Nonetheless, removal of existing trees during the breeding season could impact nesting birds, which would be considered significant. However, adherence to the requirements documented in COA-2 presented in the project description above would avoid impacts on migratory and nesting birds. To avoid impacts to migratory and nesting birds, habitat removal in the proposed area of disturbance must occur outside of the breeding season between March 1 and September 30. If removal of habitat in the proposed area of disturbance must occur during the bird breeding season, a pre-construction survey will be conducted prior to vegetation clearing between March 1 and September 30 (SANDAG 2003). This survey will be conducted at least one week prior to the vegetation being cleared. If vegetation clearing occurs outside of the breeding season, or the results of the pre-clearing nesting bird survey are negative, no additional measure will be required. If any active nests are detected, a buffer will be established around the nest and no work shall be conducted until the nest is no longer active.

Mitigation Measures:

BIO-1: Non-Native Grassland

The project would mitigate impacts to 1.50 acres of non-native grassland at a ratio of 0.5:1 through the purchase of 0.75-acre credits at an approved mitigation bank.

- 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 Wildlife or U.S. Fish and Wildlife Service?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: As described in Section IV(a) above, non-native grassland is considered a sensitive habitat by the MHCP (SANDAG 2003), and impacts would be considered significant. Implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No impact: No potential jurisdictional wetlands or non-wetland waters were observed within the biological survey area. A man-made swale is located along the southwest perimeter to collect runoff from the project site. The swale is located parallel to the fencing separating the project site from the residential homes to the west. The swale is three feet wide, does not connect to a stream bed and collects on-site runoff to prevent flooding of the homes west of the project site. Consequently, the man-made swale does not possess any jurisdictional features. Therefore, the project would not have a substantial adverse effect on state or federally protected wetlands. No impact would occur.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important, because they provide access to mates, food and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations (Beier and Loe 1992). Wildlife movement corridors are considered sensitive by resource and conservation agencies.

The project site does not currently function as a significant wildlife movement corridor. The project site is surrounded by development, roads and fencing, which ultimately restrict its use by

wildlife. Although the project site may function for local wildlife movement, the project site is not within a significant MHCP regional corridor and does not provide a throughway for wildlife species into major areas of off-site habitats. Therefore, the project would not 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, and impacts would be less than significant.

e) Conflict with any local policies or ordinances that protect biological resources, such as a tree prevention policy or ordinance?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

Less than Significant Impact: A Tree Survey Report was prepared for the project as specified by the city’s Urban Forest Management Program (see Appendix D). The Tree Survey Report examined the condition, location and size of existing trees located within the project site. The project would remove 64 trees from the project footprint while retaining 14 existing trees located along the southern project boundary near Munevar Road. Additionally, the project would plant 150 trees that would be privately maintained and 60 trees that would be maintained by the HOA. Overall, the project site would possess 224 trees, resulting in a net increase of 146 trees compared to the 78 trees present in the existing condition. Consequently, the project would exceed the requirement of the City of Encinitas CAP Goal 7.1 to replace any existing tree removed during construction at a 1:1 ratio. All other potential impacts to biological resources have been addressed in Section 4.4a through 4.4d (see Appendix D). Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

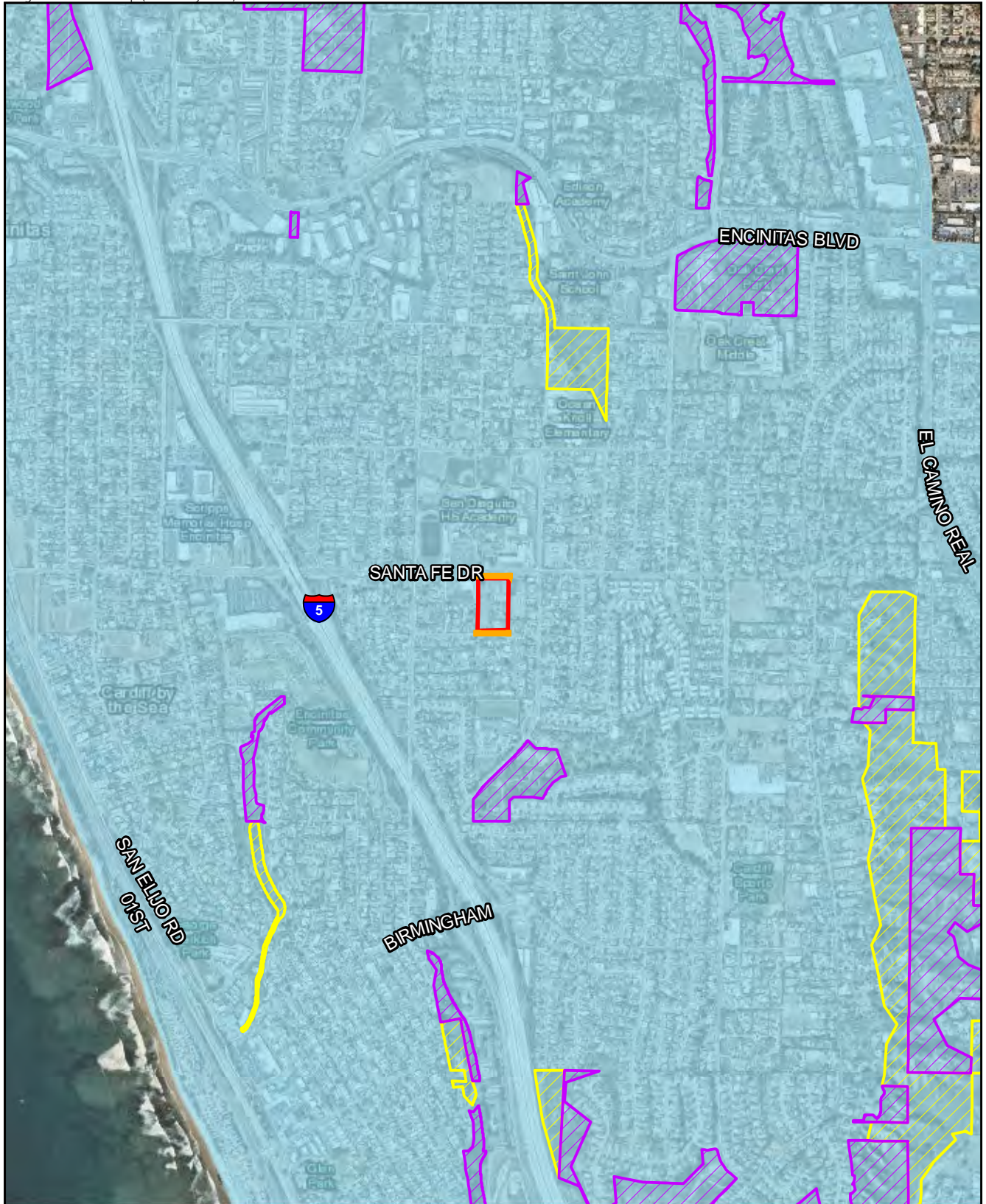
Less than Significant with Mitigation Incorporated: The project site is within the boundaries of the North County MHCP. The city is one of the participating jurisdictions, which also include the cities of Carlsbad, Oceanside, Vista, San Marcos, Escondido and Solana Beach. As shown in Figure 8, the project site is not located within or adjacent to any MHCP focused planning area. The project site is not a significant MHCP regional corridor and does not provide a throughway for wildlife species into major areas of off-site habitats. As described in Section IV(a) above, non-native grassland is considered a sensitive habitat by the MHCP (SANDAG 2003), and impacts would be considered significant. Implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant and ensure consistency




with the MHCP. Adherence to the requirements documented in COA-1 presented in the project description above would avoid impacts to Crotch's bumble bee. Consistent with the requirements of the City of Encinitas CAP Goal 7.1, the project will replace any existing tree removed during construction at a 1:1 ratio. Nonetheless, removal of existing trees during the breeding season could impact nesting birds, which are covered by MHCP regulations and would be considered significant. However, adherence to the requirements documented in COA-2 presented in the project description above would avoid impacts on nesting birds. Implementation of mitigation measure BIO-1, as well as COA-1 and COA-2, would ensure consistency with the MHCP.

As shown on Figure 8, the entire project site is located within the Coastal Zone. The city has an approved Local Coastal Plan (LCP), which consists of a land use plan and an implementation plan. The LCP land use plan has been incorporated into the General Plan. Therefore, consistency with the environmental protection goals of the General Plan would ensure consistency with the LCP. The city's General Plan contains goals related to the protection and preservation of sensitive biological resources, as follows:

Resource Management Element (RME) Goal 9 provides the following, "The City will encourage the abundant use of natural and drought tolerant landscaping in new development and preserve natural vegetation, as much as possible, in undeveloped areas." The Planting Plan for the project includes the use of drought-tolerant plants, and adherence to EMC Chapter 23.26 Water Efficient Landscape Regulations. Therefore, the project would be consistent with this goal.

RME Goal 10 provides the following, "The City will preserve the integrity, function, productivity, and long-term viability of environmentally sensitive habitats throughout the City." As described in Section IV(e) above, the project would remove 64 trees from the project footprint while retaining 14 existing trees located along the southern project boundary near Munevar Road. Additionally, the project would plant 150 trees that would be privately maintained and 60 trees that would be maintained by the HOA. Overall, the project site would possess 224 trees, resulting in a net increase of 146 trees compared to the 78 trees present in the existing condition. Implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant and ensure consistency with this goal. Implementation of COA-1 and COA-2 would avoid impacts on Crotch's bumble bee and nesting birds and ensure consistency with this goal. By demonstrating consistency with the General Plan goals related to the protection and preservation of sensitive biological resources, implementation of mitigation measure BIO-1, as well as COA-1 and COA-2, would avoid conflicts with the LCP.



-  Project Site
-  Off-site Improvement Area
-  Coastal Overlay Zone

- MHCP Focused Planning Area**
-  North County Hardline Reserve
-  North County Softline Reserve



FIGURE 8
Project in Relation to the
Multiple Habitat Conservation Program
and Coastal Zone

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: RECON prepared cultural resources survey for the project's 5.20-acre area of potential effect (APE) (Appendix E). A records search was requested from the South Coastal Information Center (SCIC) to identify any previously recorded cultural resources located within a one-mile radius of the APE. The records search at the SCIC determined there have been 66 cultural investigations performed within the requested one-mile search area. Portions of the APE were included in three previous investigations. The records search identified 17 cultural resources recorded within one mile of the APE. Previously recorded resources consist of eight prehistoric sites and nine historic-era resources. The prehistoric sites consist of lithic scatters, lithic scatters with ground stone, shell scatters, shell scatters with midden, and hearths. The historic sites consist of single-family properties, a hospital, a concrete foundation, and highways. The records search results also identified six historic addresses recorded within the search area but outside the APE. Based on the information from the SCIC, no historic resources have been recorded within or adjacent to the APE.

A review of historic topographic maps and aerial photographs indicate the entire project APE was subject to surface disturbance between 1953 and 1964 in the form of, at minimum, vegetation clearing. Also, during this period the current church—with adjoining paved parking area—in the northeast project APE corner was constructed. Between 1964 and 1966, the entire project APE received surface grading, and between 1967 and 1978, the current single-family dwelling located in the southeast project APE corner was constructed. The 1969 topographic map represents the current church in the northeast project APE corner and the 1978 topographic map adds the single-family dwelling in the southeast project APE corner. The 1989 aerial photograph exhibits the construction of the preschool on the south side of the church as well as the grading for an outdoor play area. By 1990, the church's paved parking lot is expanded to the west. Between 1995 and 1996, the play area south of the preschool was reconstructed to its current configuration. No changes to the project APE are noted in subsequent aerial photographs (Nationwide Environmental Title Research, LLC 2023). The existing structures on-site have not been designated as historic resources.

Heritage Architecture & Planning (Heritage) completed an Historical Evaluation Report (Appendix F) for the project to determine if built environment resources onsite would qualify as historical resources in the California Register of Historical Resources (CRHR) or the city's Register of Historic Property. The Historical Evaluation Report was prepared in compliance with the criteria set forth in the California Register of Historical Resources and the city's Register of Historic Property. Heritage conducted a site visit in order to understand the existing condition of the resource and assess its integrity. Heritage also reviewed primary and secondary sources of

the site’s development history during research conducted at the following depositories: the city, Encinitas Historical Society, County of San Diego Assessor’s Office, San Diego History Center, the San Diego Public Library California Room, and online archives. Online research included, but was not limited to, websites from the newspaper archives, historic photographs, maps, and genealogy.

In relation to the CRHR criteria, historical research did not reveal any significant event associated with the construction of the original church, the fellowship hall, preschool building, and single-family residence (Criterion 1), nor any significant persons including clergy, school administrators, or residents associated with the resources since their construction (Criterion 2). None of the structures embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possess high artistic value (Criterion 3), and they are common property type that does not have the potential to provide information about history or prehistory that is not readily available through historic research (Criterion 4).

In relation to the city’s Register of Historic Property criteria, historical research revealed that this church property was not the first, last, only, or most significant historical property of its type, nor did it reveal any significant persons including clergy, school administrators, or residents associated with the resources that were profound influencers on the history of the city. The resources present at the site are not a prototype or an outstanding example of their respective styles, nor were any designed by a pioneer architect, designer, or master builder. The property is not located in a unique area of city, and the fronting Church building does not possess exceptional architectural characteristics nor is it a visual feature of a neighborhood, community, or city. The buildings are simplistic and ubiquitous of the architecture of its time. Consequently, Heritage determined that the original church property with the added preschool building and single-family residence does not qualify for listing in the CRHR nor the city’s Register of Historic Property. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5, and impacts would be less than significant.

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input checked="" type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: As described in Section V(a) above, the records search completed at the SCIC identified eight previously recorded prehistoric sites within one-mile of the APE, consisting of lithic scatters, lithic scatters with ground stone, shell scatters, shell scatters with midden, and hearths. Based on the information from the SCIC, no archaeological resources have been recorded within or adjacent to the APE.

A pedestrian survey of the project APE was conducted on Dec. 29, 2023, which did not identify any prehistoric cultural resources. A letter was sent to the Native American Heritage Commission (NAHC) on Nov. 20, 2023, requesting a search of their Sacred Lands File to identify spiritually

significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals that may have concerns or interests regarding cultural resources potentially occurring within the APE. A response was received from the NAHC on Dec. 12, 2023, indicating that their search of the Sacred Lands File was negative. RECON sent tribal scoping letters on Dec. 22, 2023, to the tribal list provided by the NAHC and received one response. On Dec. 22, 2023, Art Bunce, Tribal Attorney from the Barona Band of Mission Indians, stated in part that due to the project APE's level of disturbance, it will be sufficient if a qualified Native American monitor with the authority to halt operations if a cultural discovery is made, is present during earth-disturbing activities. Based on this response from the Barona Band of Mission Indians, project construction would have the potential to unearth previously unknown archaeological resources, which would be considered a significant impact. Implementation of mitigation measure CUL-1 would reduce impacts on previously unknown archaeological resources to a level less than significant.

Mitigation Measures:

CUL-1: Archaeological Construction Monitoring Program

The project shall implement an archaeological construction monitoring program based on the following:

- The program would require both archaeological and Native American monitors to attend a pre-construction meeting and to be present during ground-disturbing activities within the project area. The frequency of inspections will be determined by the project archaeologist in consultation with the Native American monitor and will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.
- If previously unidentified potentially significant cultural resources are discovered, construction activities should be diverted away from the discovery and the resources should be evaluated for significance. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites and human remains. The Principal Investigator shall inform the city's Director of Development Services of the discovery. The significance of the resource would be determined by the Principal Investigator in consultation with the city and Native American monitor. To mitigate potential impacts to significant cultural resources, a Research Design and Data Recovery Program should be prepared by the Principal Investigator in consultation with the Native American monitor, approved by the city, and implemented using professional archaeological methods. Construction activities would be allowed to resume after the completion of the recovery of an adequate sample and the recordation of features.
- All cultural material collected during the monitoring and data recovery program shall be processed and conveyed to a Native American group of appropriate Tribal affinity. Alternatively, the cultural material may be curated at a local curation facility.
- If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98) and state Health and Safety

Code (Section 7050.5) will be followed. The principal investigator shall contact the County Coroner.

- After the completion of the monitoring, a report shall be prepared. If no significant cultural resources are discovered, a brief letter shall be prepared. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: There are no dedicated cemeteries or recorded burials within the project footprint or surrounding vicinity. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98 and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. Adherence to these regulatory requirements in the event of an unanticipated discovery would ensure that impacts to human remains, including those interred outside of dedicated cemeteries, would be less than significant.

VI. ENERGY -- Would the project:

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact:

Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment and (2) energy used in the manufacturing of construction materials, such as asphalt and pipes.

Construction of the project would require the use of construction vehicles and equipment for hauling and building activities. Equipment for these types of activities are discussed in the Air Quality Analysis prepared for the project (see Appendix A). As discussed therein, the project would employ standard construction activities and equipment. Construction equipment would

mostly be gas-powered or diesel-powered. Construction would also include construction worker vehicles traveling to and from the project site. It is not anticipated that the crew of workers required on-site would be greater than average job sites of projects of similar size. The scale and density of the proposed residential development is unlikely to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction. Construction is likely to span approximately 15 months, generating between approximately 15 to 24 worker vehicle trips a day from the local area during most construction phases, with up to 138 daily hauling trips during the grading phase and 5 daily vendor trips during the building construction phase. This is based on default CalEEMod modeling prepared for the project (see Appendix A). This is standard for a project of this size and scale per CalEEMod defaults based on the proposed land use and density for the project. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction projects. Therefore, project construction would not result in inefficient, wasteful, or unnecessary fuel consumption, and impacts would be less than significant.

Operation

Operational project impacts would be comparable to similar uses in the city. Operational energy use would be associated with transportation-related fuel use and building-related energy use. New construction is required to meet mandatory energy standards in accordance with the version of the Title 24 Energy Code that is in effect at the time building permits are received. The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The 2022 CALGreen Code institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. The 2022 CALGreen Code includes residential mandatory measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, electric vehicle charging stations, lighting, water conservation, waste reduction, and building maintenance. Furthermore, as discussed in Section VIII Greenhouse Gas below, the project would implement measures consistent with the city’s CAP. These measures include all electric development, solar photovoltaic systems, EV parking, low flow water fixtures, recycling and green waste containers, and the use of Tier 4 construction equipment. Therefore, operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The applicable state plans that address renewable energy and energy efficiency are 2022 CALGreen Code, the 2022 Energy Code and the Renewables Portfolio Standard (RPS; San Diego Gas & Electric [SDG&E] 2024). As discussed above in Section VI(a), the project would be required at a minimum to meet the mandatory energy requirements of the Energy Code and CALGreen Code in effect at the time of building permit application. New construction and major renovations must demonstrate their compliance with the current Energy Code and CALGreen through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The RPS promotes diversification of the state’s electricity supply and decreased reliance on fossil fuel energy sources. The project would be served by SDG&E, who, under Senate Bill 350 (2015), is required to achieve a renewable energy mix goal of 60 percent by the year 2030. SDG&E’s Draft 2024 RPS Plan (SDG&E 2024) describes, among other things, the processes used by SDG&E to determine any RPS procurement need or excess, as well as the methods SDG&E will use to manage its RPS portfolio to meet RPS program compliance targets in a cost-effective manner. Based on the latest report to the legislature, SDG&E has obtained 59 percent renewables as of 2022 (California Public Utilities Commission 2023). Implementation of the project would not interfere with SDG&E’s progress towards achieving RPS goals. In addition, the project would not conflict with the city’s adopted CAP, which includes policies related to using energy more efficiently. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

VII. GEOLOGY AND SOILS -- Would the project:

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project site is located within the seismically active southern California region. According to the Geotechnical Investigation (Appendix G), the project site is located within the Peninsular Ranges Geomorphic Province, which is traversed by several major active faults. The Whittier-Elsinore, San Jacinto and the San Andreas faults are major active fault systems located east of the site, and the Rose Canyon, Newport-Inglewood (offshore) and Coronado Bank are active faults located west to southwest of the site. There are no active faults underlying or projecting toward the site. Additionally, the project site is not located in an area designated as an Alquist–Priolo fault zone or a state earthquake fault zone. Consequently,

hazards associated with surface fault rupture and ground cracking due to seismic shaking are considered low. Therefore, the project would not cause potential substantial adverse effects related to rupture of a known earthquake fault, and impacts would be less than significant.

ii. Strong seismic ground shaking?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

Less than Significant Impact: The project site is located within the seismically active southern California region. The primary seismic risk to the project site is the Rose Canyon fault zone located approximately four miles west of the site. The Geotechnical Investigation (see Appendix G) determined that the effects of seismic shaking could be minimized by adhering to the California Building Code or the seismic design parameters of the Structural Engineers Association of California. Additionally, the project would implement the earthwork and grading recommendations provided in the Geotechnical Investigation during construction to avoid risks associated with seismic shaking. Adherence to these regulations and recommendations would ensure that the project would not cause potential substantial adverse effects from strong seismic ground shaking, and impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

Less than Significant Impact: Soil liquefaction occurs within relatively loose, cohesionless sands located below the water table that are subjected to ground accelerations from earthquakes. According to the Geotechnical Investigation (see Appendix G), the majority of the project site is underlain at depth by Very Old Paralic Deposits with surficial potentially compressible undocumented artificial fill recommended for removal. Based on the underlying dense character of the Very Old Paralic Deposits and the lack of a shallow ground water table, liquefaction potential is considered low. Additionally, the project would implement the earthwork and grading recommendations provided in the Geotechnical Investigation during construction to avoid ground failure. Therefore, the project would not cause potential substantial adverse effects related to seismic-related ground failure, including liquefaction, and impacts would be less than significant.

iv. Landslides?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the Geotechnical Investigation (see Appendix G), the site is generally underlain by favorable oriented geologic structure, consisting of massively bedded sandstone. Therefore, the potential for significant landslides or large-scale slope instability at the site is considered low. Additionally, the project would implement the earthwork and grading recommendations provided in the Geotechnical Investigation during construction to avoid risks associated with landslides. The project would also be constructed in accordance with the city’s Grading, Erosion, and Sediment Control Ordinance. Therefore, the project would not cause potential substantial adverse effects related to landslides, and impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Project construction would displace soils and temporarily increase the potential for soil erosion. However, the project would be required to comply with the city’s Grading Erosion, and Sediment Control Ordinance, which would minimize the potential for water and wind erosion. Additionally, the project would comply with the recommendations of the Geotechnical Investigation (see Appendix G), which includes the provision that appropriate surface drainage features on cut and fill slopes should be landscaped with drought-tolerant, slope-stabilizing vegetation as soon as possible after grading to reduce the potential for erosion. Furthermore, the Geotechnical Investigation recommends that clayey soils should be thoroughly mixed with poorly graded sands to produce better quality fill material which would be more effective in reducing erosion and increasing surficial stability (see Appendix G). Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

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 an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: As described in Section VII(a)(iii) above, the Geotechnical Investigation (see Appendix G) determined that the potential for liquefaction is low. Similarly, the susceptibility to earthquake-induced lateral spread is low due to the low susceptibility to liquefaction and relatively flat elevations of the project site and surrounding area. Additionally, the project would implement the earthwork and grading recommendations provided in the Geotechnical Investigation during construction to avoid risks associated with unstable soils, including removal and recompacting of undocumented fill in areas that would be improved or filled. The project would also be constructed in accordance with the city’s Grading, Erosion, and Sediment Control Ordinance. Adherence to these recommendations and regulations would ensure that the project would not result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and impacts would be less than significant.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: According to the Geotechnical Investigation (see Appendix G), the expansion potential of the on-site soil is anticipated to range from very low to low. Additionally, the project would implement the earthwork and grading recommendations provided in the Geotechnical Investigation during construction to avoid risks associated with expansive soils. The project would also be constructed in accordance with the city’s Grading, Erosion, and Sediment Control Ordinance. Therefore, the project would not be exposed to expansive soils, and impacts would be less than significant.

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

No Impact: Existing facilities on-site do not utilize septic or any other or alternative wastewater disposal systems, nor does the project propose any septic tanks or alternative wastewater disposal systems. The project will connect to the Cardiff Sanitary Division. No impact would occur.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: Impacts on paleontological resources occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of fossil remains. Fossil remains, fossil sites, fossil-producing geologic formations and geologic formations with the potential for containing fossil remains are all considered paleontological resources or have the potential to be paleontological resources. Fossil remains are considered important if they are well preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, and/or represent new, rare, and/or endemic taxa. The potential for impacts on fossils depends on the sensitivity of the geologic unit and the amount and depth of grading and excavation. Per the city’s General Plan Resource Management Element Policy 7.1, paleontological, historical and archaeological resources should be documented, preserved or salvaged if threatened by new development.

The project site is located within the coastal plain section of the Peninsular Range Geomorphic Province of California, which generally consists of subdued landforms underlain by sedimentary bedrock. The site is located in an area underlain by undocumented artificial fill, which in turn is underlain by the Quaternary-aged Old Paralic Deposits per the Geotechnical Investigation (see Appendix G). This underlying Quaternary-aged Old Paralic Deposit is considered sensitive for paleontological resources (County of San Diego 2009). Therefore, project construction would have the potential to damage or destroy unknown paleontological resources that may be present below the ground surface, which would be considered a significant impact. Implementation of mitigation measures GEO-1 and GEO-2 would reduce impacts to a level less than significant.

Mitigation Measures:

GEO-1: Paleontological Construction Monitoring Program

Prior to grading permit issuance, during grading and excavation activities, and prior to building permit issuance, the project applicant shall implement a paleontological monitoring and recovery program consisting of the following measures, which shall be included on project grading plans to the satisfaction of the City of Encinitas Development Services Department:

- a. The project applicant shall retain the services of a qualified paleontologist to conduct a paleontological monitoring and recovery program. A qualified paleontologist is defined as an individual having an M.S. or Ph.D. degree in paleontology or geology, and who is a recognized expert in the identification of fossil materials and the application of paleontological recovery procedures and techniques. As part of the monitoring program, a paleontological monitor may work under the direction of a qualified paleontologist. A paleontological monitor is defined as an individual having experience in the collection and salvage of fossil materials.
- b. The qualified paleontologist shall attend the project pre-construction meeting to consult with the grading and excavation contractors concerning the grading plan and paleontological field techniques.
- c. The qualified paleontologist or paleontological monitor shall be on-site on a full-time basis during the original cutting of previously undisturbed portions of the underlying very old paralic deposits. If the qualified paleontologist or paleontological monitor ascertains that the noted formations are not fossil-bearing, the qualified paleontologist shall have the authority to terminate the monitoring program.
- d. If fossils are discovered, recovery shall be conducted by the qualified paleontologist or paleontological monitor. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall have the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.
- e. If subsurface bones or other potential fossils are found anywhere within the project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations.
- f. Fossil remains collected during monitoring and salvage shall be cleaned, sorted, and catalogued. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum.

GEO-2: Paleontological Construction Monitoring Report

Prior to building permit issuance, a final summary report outlining the results of the mitigation program shall be prepared by the qualified paleontologist and submitted to the city's Development Services Department for concurrence. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils, as well as appropriate maps.

VIII. GREENHOUSE GAS EMISSIONS -- Would the project:

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

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation	<input type="checkbox"/> No Impact
<input type="checkbox"/> Incorporated	

Discussion/Explanation:

Less than Significant Impact: State CEQA Guidelines Section 15064.4 states that “the determination of the significance of greenhouse gas emissions (GHG) calls for careful judgment by the lead agency, consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.” Section 15064.4(b) further states that a lead agency should consider the following non-exclusive factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15064(h)(1) states that “the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable.” A cumulative impact may be significant when the project’s incremental effect, though individually limited, is cumulatively considerable.

The city’s General Plan incorporates smart growth and land planning principles intended to reduce vehicle miles per traveled (VMT), and thereby reduce GHG emissions. Specifically, the General Plan directed preparation of a CAP with reduction targets; development of regulations to encourage energy efficient building design and construction; and development of regulations that encourage energy recovery and renewable energy facilities, among other actions. These planning and regulatory efforts are intended to ensure that actions of the County do not impede AB 32 and Senate Bill (SB) 375 mandates. The city adopted a CAP in January 2018 and an interim revision in November 2020. The CAP outlines actions that the city will undertake to meet its GHG emissions reduction targets. Implementation of the CAP requires that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. The project would be consistent with the CAPs primary goals to reduce 2030 emissions by at least 44 percent.

Consistent with the CAP, the project would implement the following project design features that would reduce GHG emissions:

- All electric building,
- Solar photovoltaic systems to be installed on single-family buildings,
- Installation of one EV charging station within each unit's garage,
- Installation of low flow water fixtures in all the units,
- Installation of two EV chargers for guest parking,
- Provision of separate waste containers to allow for residential recycling, or the payment by the Applicant for a waste collection service that recycles in accordance with AB 341 to achieve a 75 percent waste diversion,
- Provision of waste containers to divert green waste from landfills and to be recycled as mulch in accordance with the SB 1383 goal of reducing organic waste disposal,
- Hearths would not be installed as part of the project, and
- Use of Tier 4 construction equipment that includes regulated diesel engines that have restricted emission levels of NO_x and PM.

In addition, the project was analyzed using an alternative approach through the utilization of the screening thresholds that have been published by the CAPCOA. This project was analyzed using CAPCOA's screening level threshold of 900 metric tons (MT) of carbon dioxide equivalent (CO₂e), which was determined by CAPCOA to indicate that project emissions would result in less than cumulatively significant impacts and would not interfere with the ability of the state to achieve state reduction targets, identified by AB 32. Under SB 32, the state has reviewed its commitment to also reduce its GHG emissions to 40 percent below 1990 levels by 2030. Because the project would be completed after 2020, the 900 MT CO₂e screening threshold would no longer be applicable. SB 32 sets a GHG emission reduction target of 40 percent below 1990 levels by 2030, which would equate to a screening threshold of 540 MT CO₂e. Based on a linear regression between 2020 and 2030, the screening level threshold for the first operational year of 2027 would be 629 MT CO₂e.

Emissions were also evaluated using a service population efficiency metric based on local data. A GHG inventory, with projections, was incorporated into the city's CAP (City of Encinitas 2020). The GHG inventory for baseline year 2012 was shown to be 458,957 MT CO₂e per year. A projection to 2020 with legislative reductions was shown to be 419,873 MT CO₂e per year and in 2030 with legislative reductions was shown to be 292,300 MT CO₂e per year. Legislative reductions in 2030 are anticipated to provide a 36 percent reduction from the 2012 baseline year. The city's population was shown as 60,057 in 2012, with a projection of 62,908 in 2020 and 64,938 in 2030 (City of Encinitas 2020). Based on this data, a 2020 efficiency threshold would equate to 6.67 MT CO₂e per capita and a 2030 efficiency threshold would equate to 4.50 MT CO₂e per capita. Based on a linear regression between 2020 and 2030, the efficiency threshold for the first operational year would be 5.14 MT CO₂e per capita.

The Greenhouse Gas Assessment prepared for the project (Appendix H) calculated GHG emissions for an operational year of 2024. Additionally, updated GHG emission calculations were conducted as a part of the Air Quality Analysis prepared for the project (see Appendix A; Attachment 1). Based on these updated calculations, construction of the project would generate 16 MT CO₂e annually when amortized over the lifetime of the project.

Long-term emissions relate to energy use, solid waste, water use and transportation. The emission calculations include GHG reductions that would occur due to increased residential density, EV parking infrastructure and all electric development. Table 6 presents the emissions associated with existing development and the anticipated emissions that would result from the project, which would generate approximately 601 MT CO₂e per year.

Table 6 Operational Greenhouse Gas Emissions	
Emissions Source	Annual Emissions (MT CO₂e/year)
Mobile	564
Energy	6
Area	<1
Water	3
Waste	11
Refrigerants	<1
TOTAL	584
SOURCE: Appendix A.	

Table 7 presents the total annual operational GHG emissions, combined with amortized construction GHG emissions, which would total 601 MT CO₂e on an annual basis. Based on a CalEEMod default population of 143 people, this would equate to 4.20 MT CO₂e per capita. These total project emissions would be less than the CAPCOA screening level threshold for 2027 of 629 MT CO₂e and the locally developed efficiency threshold of 5.14 MT CO₂e per capita. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

Table 7 Total Annual Greenhouse Gas Emissions	
Emission Source	Annual Emissions (MT CO₂e/yr)
Construction (Amortized)	16
Operational	584
Total Emissions	601
Population	143
Total Emissions per Capita	4.20
2027 Screening Level Threshold	629
2027 Efficiency Threshold	5.14
Exceeds Thresholds?	No
SOURCE: Appendix A.	

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: Executive Order (EO) S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB's 2017 Climate Change Scoping Plan outlines reduction measures needed to achieve the interim 2030 target. AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. As detailed above under the analysis for (a), the project would provide its "fair share" contribution towards the statewide goal of carbon neutrality by 2045.

Project emissions would decline beyond the buildout year of the project due to continued implementation of federal, state and local reduction measures, such as increased federal and state vehicle efficiency standards, and SDG&E's increased renewable sources of energy in accordance with Renewable Portfolio Standards goals. Based on currently available models and regulatory forecasting, project emissions would continue to decline through at least 2050. Given the reasonably anticipated decline in project emissions that would occur post-construction, the project is in line with the GHG reductions needed to achieve the 2045 GHG emission reduction targets identified by AB 1279.

Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals (CARB 2022). The three key priority areas identified in the 2022 Scoping Plan are: (1) transportation electrification, (2) VMT reduction and (3) building decarbonization. The project would support transportation electrification by installing EV charging in each residential unit garage and at the visitors parking area. As described in Section XVII below, impacts related to VMT would be less than significant. Lastly, the project would include all-electric appliances and would be constructed in accordance with 2022 Title 24 and CALGreen standards. Therefore, the project would not conflict with implementation of statewide GHG reduction goals, or a plan adopted for the purposes of reducing GHG, and impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

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

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation	<input type="checkbox"/> No Impact
<input type="checkbox"/> Incorporated	

Discussion/Explanation:

Less than Significant: Project construction would require the transport, temporary storage, and use of asphalt fuels, oils, paints and solvents. However, these materials are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Additionally, project construction would be required to be undertaken in compliance with applicable federal, state and local regulations pertaining to the proper use of these common hazardous materials. Operation of the project may involve the use of small amounts of solvents, cleaners, paint, oils and fuel for equipment, and pesticides/herbicides. However, use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Therefore, the project would not create a significant hazard through the routine transport, storage, use, or disposal of hazardous materials, and impacts would be less than significant.

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

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation	<input type="checkbox"/> No Impact
<input type="checkbox"/> Incorporated	

Discussion/Explanation:

As described in Section IX(a) above, the project would handle all hazardous materials in accordance with all applicable federal, state and local regulations. Furthermore, project construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Therefore, the project would not 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, and impacts would be less than significant.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: San Dieguito Academy High School is located directly across the street at 800 Santa Fe Drive. Despite the proximity of this school, construction and operation of the project would not create a significant hazard to the public or environment through the handling of significant amounts of hazardous materials, substances, or waste. As described in Section IX(a) above, the project would not result in potential hazards from routine transport, use, or disposal of significant amounts of hazardous materials. As described in Section IX(b) above, the project would not 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. Demolition of the existing site may result in the handling of asbestos-containing materials (ACMs), lead-containing surfaces (LCS) and other potential hazardous but common building materials. However, as described in Section IX(d) below, a licensed abatement contractor would be required to remove the ACM and LCS prior to building demolition activities in accordance with all applicable local, state and federal regulations. Therefore, impacts associated with handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: Review of the State Water Resources Control Board (SWRCB) Geotracker (SWRCB 2024) and California Department of Toxic Substances Control (DTSC) Envirostor (DTSC 2024) databases determined that there are no contaminated sites on or adjacent to the project site. A Pre-Demolition Hazardous Building Materials Survey (Appendix I) was completed that included an ACM survey, LCS survey, and visual identification and quantification of building materials potentially falling under the California DTSC Universal Waste Rule (UWR) and other potential hazardous building materials. Per the report, ACM, LCS and other potential hazardous but common building materials (such as fluorescent light bulbs, mercury-containing thermostats, freon-containing refrigeration systems and stored cleaning products and chemicals) were detected in the existing buildings.

However, prior to building demolition activities, a licensed abatement contractor would be required to remove the ACM and LCS in accordance with federal, state and local regulations. Should additional suspect ACM materials that were not sampled or assessed in the Pre-Demolition Hazardous Building Materials Survey be uncovered during building renovation and/or demolition, samples of suspect materials shall be collected for laboratory analysis, and all activities that may impact the materials shall cease until laboratory analytical results are reviewed, or the materials shall be assumed to be asbestos-containing and handled accordingly. Any work involving the disturbance of materials containing asbestos shall be performed using appropriate work practices and be conducted by, and under the supervision of properly trained, experienced, and certified personnel. Should suspect LCS containing surfaces, not tested or assessed in the Pre-Demolition Hazardous Building Materials Survey be uncovered during building renovation and/or demolition, testing of the surfaces shall occur and all activities that impact the suspect surfaces shall cease until testing results become available. Paint chip or bulk samples of suspect surfaces shall be collected for laboratory analysis, and all activities that impact the suspect surfaces shall cease until laboratory analytical results are reviewed. Alternatively, the surfaces shall be assumed to contain concentrations of lead greater than acceptable safety thresholds and handled accordingly. Adherence to these recommendations would ensure that impacts related to hazardous materials would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

No impact: There are no public or private airports within two miles of the project site, and the project site is outside of an airport land use plan. The closest (public) airport is McClellan-Palomar Airport, approximately 9.7 miles northeast of the project site. Further, the project is not within the Airport Influence Area for McClellan-Palomar Airport (Airport Land Use Commission [ALUC] 2010; ALUC 2024). Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

Less than Significant Impact: The Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) is a countywide plan that identifies risks and ways to minimize damage by natural and human-

caused disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The MJHMP City of Encinitas Annex (City of Encinitas 2023a) includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles and vulnerability assessments. This information was incorporated into the city's Emergency Operations Plan (EOP; City of Encinitas 2022). The Disaster Preparedness Division of the Encinitas Fire Department develops emergency procedures, activities and disaster operation plans to be implemented in the event of a natural or manmade emergency. The Disaster Preparedness Division institutes measures that mitigate the impact of disasters, and manage emergency response and recovery activities during and after an emergency or disaster utilizing this EOP. In an emergency or disaster, the city's Emergency Operations Center is activated to respond to catastrophic events by providing centralized management of the city's emergency response personnel, resources, facilities and mutual aid assistance given the city. Emergency personnel rely upon the existing roadways to assist with emergency evacuation based on the emergency event occurring. The project is limited to residential infill development and would not interfere with the goals and objectives of these existing emergency plans.

The project would not alter any established emergency evacuation routes or otherwise interfere with emergency response or evacuation. As described in greater detail in Section XVII(a) below, all project intersections and the potentially affected segment of Santa Fe Drive would continue to operate at acceptable levels in the post-project condition. Consequently, the project would not generate traffic congestion that would impair or interfere with emergency response or evacuation. Additionally, the project's existing driveways onto Santa Fe Drive would be demolished, and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. This new signalized intersection would accommodate emergency response and evacuation. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project consists of infill residential development within an urbanized area. Review of the city's Very High Fire Hazard Severity Zone map determined that the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (City of Encinitas 2024a). Similarly, the project site is not located within a state responsibility area for fire hazards (California Department of Forestry and Fire Protection [CAL FIRE] 2023). Additionally, the project would be subject to review by the Encinitas Fire Department to ensure

adherence to fire code regulations to reduce risks associated with potential fires. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: A Preliminary Hydrology and Hydraulics Study (Appendix J) and Storm Water Intake Form and Priority Development Project Stormwater Quality Management Plan (SWQMP) (Appendix K) were prepared for the project to demonstrate compliance with all applicable water quality standards and waste discharge requirements.

In the existing condition, storm water runoff mainly flows overland from the northeast corner of the property toward the southwest corner of the property, where it flows into a manmade vegetated swale along the western edge of the project site and into the Munevar Road right-of-way. There is no storm water infrastructure on-site. The swale discharges onto the sidewalk on Munevar Road and flows to the gutter, which conveys flows westerly to MacKinnon Avenue. Runoff then flows south and westerly to a curb inlet at the northeast corner of MacKinnon Avenue and Cathy Lane. Storm water is then conveyed westerly via a 36-inch pipe into a drainage channel and picked up through a headwall and 54-inch pipe, which continues westerly through Encinitas Community Park into an unlined open channel and then into a natural creek which flows southwesterly. Storm water is then conveyed to a 60-inch pipe at Birmingham Drive, which discharges to a concrete channel that runs southerly along Highway 101. The concrete channel drains to the mouth of the San Elijo Lagoon approximately 800 feet east of the Pacific Ocean. The total distance traveled from the site to the outlet is approximately 1.6 miles.

Off-site storm water along the eastern project boundary is collected in a concrete ditch that runs parallel to the property line. The ditch conveys flow southerly to a 3-foot-by-3-foot concrete catch basin, which outlets via a curb outlet onto Munevar Road. Runoff from small-landscaped areas off-site to the east of the project site that is not captured in the concrete ditch flows onto the project site.

In the proposed condition, on-site runoff would be routed towards the southwest corner of the property as in the existing condition. Runoff from small-landscaped areas off-site that flows onto the project site would be collected in storm drain infrastructure that would be located at the top of the project’s proposed retaining walls. All off-site run on to the site would be collected and routed to the existing curb outlet onto Munevar Road (see Appendix J).

The project would implement construction best management practices (BMPs) consistent with the requirements of the city’s BMP Design Manual (City of Encinitas 2023b) and EMC Title 20

Stormwater Management. Implementation of these BMPs during construction would minimize erosion and prevent pollution from affecting water quality. The project would also introduce an operational BMP, consisting of a hydromodification (HMP) biofiltration with partial infiltration basin with a gravel storage system in the southwestern corner of the property. This operational BMP would provide hydromodification management flow control to meet the requirements of the California Regional Water Quality Control Board San Diego Region municipal storm water permit (Order No. R9-2013-0001, referred to as MS4 Permit) and storm water pollutant control. The HMP biofiltration basin is designed to treat on-site storm water pollutants contained in the volume of runoff from a 24-hour, 85th percentile storm event by slowly infiltrating runoff through an engineered soil layer and gravel layers. Runoff would be biofiltered through the engineered soil and gravel layers of the HMP, then collected in a perforated subdrain pipe directed to a catch basin located in the basin where runoff would be mitigated via a small orifice to comply with HMP requirements (see Appendix I). Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project would be serviced by the San Dieguito Water District, which obtains water from surface reservoirs or other imported water sources via the San Diego County Water Authority (SDCWA). The SDCWA receives imported water from the Colorado River Aqueduct and from the California State Water Project. Per its Urban Water Management Plan, the San Dieguito Water District does not utilize groundwater to supply its service area, nor does it plan to do so in the future (San Dieguito Water District 2021). Although the project would increase the amount of impervious surface on-site from 59,231 square feet to 154,137 square feet, the project would include landscaped areas that would continue to allow for water to infiltrate the project site. Furthermore, water would continue to infiltrate through undeveloped land throughout the groundwater basin. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surface, in a manner which would:
- (i) result in substantial erosion or siltation on- or off-site;
- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation No Impact
 Incorporated

Discussion/Explanation:

Less than Significant Impact: The project would increase the amount of impervious surface on-site from 59,231 square feet to 154,137 square feet, which would increase the amount un-detained runoff on the site from 11.31 cubic feet per second (cfs) to 21.28 cfs. However, the project would include a biofiltration basin that would be properly sized and designed to retain additional runoff volumes in the post-development condition. As shown in Table 8 below, the project would reduce peak flows during the 100-year storm event from 11.31 cfs in the existing condition to 6.98 cfs in the post-project condition. In addition, runoff would be biofiltered through the engineered soil and gravel layers of the HMP, then collected in a perforated subdrain pipe directed to a catch basin located in the basin where runoff would be mitigated via a small orifice to comply with HMP requirements. Therefore, the project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

Table 8 Volume of Runoff					
Existing Conditions		Post-Project Unmitigated		Post-Project Mitigated	
Area (acres)	cfs	Area (acres)	cfs	Area (acres)	cfs
5.0	11.31	4.9	21.28	4.9	6.98

SOURCE: SWQMP, Appendix K.
cfs = cubic feet per second.

- (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation No Impact
 Incorporated

Discussion/Explanation:

Less than Significant Impact: As described in Section X(c)(i) above, the project would introduce a biofiltration basin that would be properly sized and designed to retain additional runoff volumes in the post-development condition. As shown in Table 8 above, the project would reduce peak flows during the 100-year storm event from 11.31 cubic feet cfs in the existing condition to 6.98 cfs in the post-project condition. Additionally, runoff would be biofiltered through the engineered soil and gravel layers of the HMP, then collected in a perforated subdrain pipe

directed to a catch basin located in the basin where runoff would be mitigated via a small orifice to comply with HMP requirements. Therefore, the project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

- (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: As described in Section X(c)(i) above, the project would introduce a biofiltration basin that would be properly sized and designed to retain additional runoff volumes in the post-development condition. As shown in Table 8 above, the project would reduce peak flows during the 100-year storm event from 11.31 cfs in the existing condition to 6.98 cfs in the post-project condition. Additionally, runoff would be biofiltered through the engineered soil and gravel layers of the HMP, then collected in a perforated subdrain pipe directed to a catch basin located in the basin where runoff would be mitigated via a small orifice to comply with HMP requirements. Therefore, the project would not generate runoff exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff, and impacts would be less than significant.

- (iv) impede or redirect flood flows?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: As described in Section above in X(a), the project would retain the existing flow patterns on-site. As described in Section X(c)(i) above, the project would introduce a biofiltration basin that would be properly sized and designed to retain additional runoff volumes in the post-development condition. As shown in Table 8 above, the project would reduce peak flows during the 100-year storm event from 11.31 cfs in the existing condition to 6.98 cfs in the post-project condition. Therefore, the project would not impede or redirect flows, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Review of the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer determined that the project site is not located within an area mapped as a special flood hazard area (SFHA), per Flood Insurance Rate Map (FIRM) Map Panel No. 06073C (FEMA 2024). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year (FEMA 2024). As the project is not within a SFHA, the potential risk for a release of pollutants due to project inundation is low. In addition, the project site is not located within a tsunami or seiche inundation zone. Review of County of San Diego mapping determined that the project site is not located within proximity to any other large bodies of water or dams inundation areas that may result in inundation from flood or seiche (County of San Diego 2014). Therefore, the project would not risk the release of pollutants due to project inundation. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As described in Section X(a) above, the project would implement construction BMPs consistent with the requirements of the city’s BMP Design Manual (City of Encinitas 2023b) and requirements of the EMC Title 20 Stormwater Management. The project would also introduce an operational BMP, consisting of a HMP biofiltration with partial infiltration basin with a gravel storage system in the southwestern corner of the property. This operational BMP would provide hydromodification management flow control to meet the requirements of the California Regional Water Quality Control Board San Diego Region municipal storm water permit (Order No. R9-2013-0001, referred to as MS4 Permit) and storm water pollutant control. The HMP biofiltration basin is designed to treat on-site storm water pollutants contained in the volume of runoff from a 24-hour, 85th percentile storm event by slowly infiltrating runoff through an engineered soil layer and gravel layers. Runoff would be biofiltered through the engineered soil and gravel layers of the HMP, then collected in a perforated subdrain pipe directed to a catch basin located in the basin where runoff would be mitigated via a small orifice to comply with HMP requirements (see Appendix I). As described in Section X(b) above, although the project would increase the amount of impervious surface on-site from 59,231 square feet to 154,137 square feet, the project would include landscaped areas that would continue to allow for water to infiltrate the project site. Furthermore, water would continue to infiltrate through undeveloped land

throughout the groundwater basin. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

XI. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project consists of infill residential development within an urbanized area. The project would construct 35 single-family residential units and eight duplexes, which would be compatible with the surrounding residential land uses to the south and west. The project would be constructed entirely within the project site and would be consistent with the existing land use pattern. Changes to the existing circulation network would be limited to constructing a driveway connection to Santa Fe Drive. The project would connect to utilities that are already serving the surrounding development. Therefore, the project would not significantly disrupt or divide the established community, and impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact:

City of Encinitas General Plan

The project site is designated in the General Plan as R8 and zoned as R8 (eight dwelling units per acre). The purpose of this designation and zoning is intended to provide suburban single-family detached residential units with minimum lot sizes of 5,400 square feet and maximum densities of eight units per net acre. One primary dwelling is permitted on each legal lot. The project would qualify for a density bonus consistent with the requirements of EMC Chapter 30.41. For the purpose of determining the project’s density bonus calculation, the 5.20-gross-acre project site is designated in the General Plan as R8 and zoned as R8 (eight dwelling units per acre), which yields a base density of 41.6 units, rounded up to 42 units pursuant to Government Code Section 65915(f)(5). Pursuant to Government Code Section 65915(f)(2), the project would qualify for a density bonus of 38.75 percent for reserving 12

percent of base units calculated by gross acreage as affordable to very low-income households (five units). The 38.75 percent bonus is equivalent to 16.28 bonus units, rounded up to 17 units, for a total of up to 59 authorized dwelling units. Due to site constraints, the project only proposes development of 51 total units.

Per State Density Bonus Law, projects proposing affordable housing shall be entitled to unlimited waivers in addition to any concession/incentive the project is otherwise entitled to provided that none of the findings contained in California Government Code Section 65915 (e)(1) can be made. At this time, the applicant is not requesting any concessions/ incentives. As discussed in the project description above, the project includes waivers for the modification of city development standards that would physically preclude the construction of the project at the proposed density (California Government Code Section 65915(e)). The project includes a request to waive development standards contained in EMC Section 30.16.010, as detailed in Table 1 above.

The allowance for the additional density and development waivers is consistent with state and local density bonus regulations and would not result in a conflict with any plan, policy, or regulation purpose of avoiding or mitigating an environmental effect. As detailed throughout this Initial Study, all potentially significant impacts would be avoided or otherwise reduced to less than significant levels through the inclusion of project design features or implementation of mitigation measures.

The following provides a summary of the project's consistency with relevant General Plan Land Use policies:

- POLICY 1.12: The residential character of the city shall be substantially single-family detached housing.
 - The property's General Plan Use Designation and zoning is Residential (R8). The R8 land use/zoning designation is intended to provide for the development of single-family detached units. The project proposes a tentative map (TM) for the development of 35 detached single-family lots and eight multi-family duplex lots. Through the granting of the waiver detailed in Table 1 above, the project would be consistent with this General Plan policy.
- POLICY 2.10: Development shall not be allowed prematurely, in that access, utilities and services shall be available prior to allowing the development.
 - Service availability forms have been provided which indicate adequate water and wastewater treatment facilities are available to serve the project.
- POLICY 3.2: The city will designate land use categories/zones for residential development, which provide housing opportunities for all segments of society at densities consistent with the goals of this Element.
 - The project proposes to construct 51 units, five units of which qualifies as "very low income". The State Density Bonus Law and Encinitas Municipal Code Section 30.16.020C allows for an increase in density (above the allowable density allotted in the city's General Plan) in exchange for affordable housing. By providing the affordable units as part of this development project, a more attainable housing

option is available within the community. The project provides a more affordable housing opportunity when compared to a typical all market-rate development project.

- POLICY 6.5: The design of future development shall consider the constraints and opportunities that are provided by adjacent existing development.
 - The project proposes residential development adjacent to existing residential development. The project would conform to the city’s Design Standards and Guidelines applicable to residential development.

Encinitas Municipal Code

The project is zoned R8 and subject to development standards set forth in EMC Section 30.16.010(A)(2). As detailed above, the project would be allowed density at a higher maximum than stated within the code because it includes an application for density bonus consistent with state and city regulations. Also as stated above, the project requests city approval of waivers, as allowed under the Density Bonus Law. As designed, the project requires deviations from front and side yard setbacks, lot area, lot width, lot depth and private streets as identified in Table 1. city approval of the waivers would allow for the development of affordable housing units on-site, in alignment with the policies of the General Plan. The waiver does not require changes to the existing land use or zoning that apply to the subject property. Overall, the project would not conflict with any plan, policy, or regulation purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

XII. MINERAL RESOURCES -- 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?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

No impact: The project site is located within an urbanized environment. Mining operation in this area would conflict with uses surrounding the project site, making mineral resource extraction infeasible. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. No impact would occur.

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

No Impact: There are no active mineral resource extraction facilities within the city, and the city's General Plan does not identify the presence of any active mineral resource extraction operations in the city. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

XIII. NOISE -- Would the project result in:

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant With Mitigation Incorporated: The city's Noise Element of the General Plan (City of Encinitas 1994) contains policies to serve as guides for identifying noise levels and reducing or avoiding adverse noise effects on residents. The EMC regulates construction and operational noise sources. The following analysis is based on the potential additional noise associated with construction and operations of the lots.

Construction Noise

Noise associated with demolition, grading and construction could potentially result in temporary (i.e., 15 months based on default CalEEMod modeling) noise impacts to adjacent residential properties. A variety of noise-generating equipment would be used during the construction phase of the project, such as scrapers, backhoes, front-end loaders, among others. Temporary construction noise is expected to be at its highest during grading operations, when the most pieces of heavy equipment would be located on-site. Based on default CalEEMod modeling, grading activities are anticipated to last approximately one month. The project would be required to comply with EMC Section 9.32.410, which restricts operation of construction equipment to the hours of 7:00 a.m. to 7:00 p.m., Mondays through Saturdays. Construction activity is also prohibited on Sundays and legal holidays. The EMC also states that it is unlawful to operate construction equipment that exceeds a noise level of 75 A-weighted decibels [dB(A)] for more than eight hours during any 24-hour period when measured at residential property lines. Per the Acoustical Analysis Report completed for the project (Appendix L), temporary construction noise would not exceed the hourly average noise level of 75 dB(A) at surrounding residential properties.

The project site is surrounded by residential land uses. These residential uses are located adjacent to the eastern project boundary, approximately 10 feet from the western project boundary, and approximately 80 feet from the southern boundary. Additionally, San Dieguito Academy High School is located more than 100 feet north of the project site and a tennis club is

located adjacent to the eastern project boundary. All of these land uses are located at a distance of approximately 180 feet or more from the center of the lot. As construction equipment would move around the site over the course of each day, equipment noise levels of construction equipment were calculated from the center of the lot, to evaluate the average distance to receivers while the equipment moves around on-site. Calculations show that, at these worst-case locations, construction equipment noise levels are expected to be 67 dB(A), over an average workday during grading activity. However, as grading activity is anticipated to comply with the 75 dB(A) noise limit without the implementation of sound barriers, and as any other phase of construction would be expected to result in lower noise impacts at off-site receivers, no sound attenuation barriers are deemed necessary to reduce temporary noise impacts. Additionally, placement of staging areas and stationary equipment as far as possible from sensitive receptors, turning off equipment when not in use, installing effective equipment mufflers when in use, and minimizing use of public address systems or enunciators, except for emergency notifications, would further reduce construction noise. Therefore, project construction would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the EMC, and impacts would be less than significant.

Stationary Noise

Based on the residential R8 zoning for the project site and surrounding zoning, property line noise level limits within Section 30.40 of the EMC would be a one-hour average sound level of 50 dB(A) average sound level (L_{eq}) from 7:00 a.m. to 10:00 p.m. and 45 dB(A) L_{eq} from 10:00 p.m. to 7:00 a.m. As a residential development with single-family and multi-family lots, there would be no major stationary noise producing equipment associated with residential uses. Residential units would include heating, ventilation and air conditioning units; however, noise generated by these units would be consistent with the surrounding single family uses and are not anticipated to exceed EMC limits. Therefore, operational stationary noise would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the EMC, and impacts would be less than significant.

Traffic Noise

On-Site Compatibility

The noise element of the city's General Plan establishes noise compatibility criteria for various land uses. Single-family residential uses are considered "normally acceptable" with noise levels up to 60 community noise equivalent level (CNEL), "conditionally acceptable" with noise levels from 60 to 70 CNEL, "normally unacceptable" with noise levels from 70 to 75 CNEL, and "clearly unacceptable" with noise levels greater than 75 CNEL. Additionally, the City of Encinitas Noise Element to the General Plan Policy 1.2 requires that noise levels at outdoor use areas for residential areas do not exceed 60 CNEL. The state of California and the city require buildings to be designed in order to attenuate, control, and maintain interior noise levels not greater than 45 CNEL in habitable space, as formulated in the EMC and the California Building Code, Section 1206.4.

The project site is located in a residential area next to residential streets that do not carry a significant amount of traffic. The busiest roadway in the vicinity of the project site is considered to be Santa Fe Drive, with no other noise sources considered to be significant. Santa Fe Drive

is a two-lane, two-way local collector running east-west along the northern boundary of the project site, carrying approximately 15,000 average daily traffic (ADT) in the vicinity of the project site. Current traffic noise levels were calculated at ground level and show that noise impacts to the entire project site are between 53 and 71 CNEL.

Exterior

As noted in the Acoustical Analysis Report (see Appendix L), the traffic volume of Santa Fe Drive is expected to decrease from 15,000 ADT to 10,000 ADT. Future traffic noise contours were calculated at ground level and show that future traffic noise impacts to the entire project site are expected to decrease slightly to be between approximately 51 and 69 CNEL. This is within the normally acceptable to conditionally acceptable noise level ranges as defined by the city's General Plan. However, the Acoustical Analysis Report (see Appendix L) completed a worst-case scenario traffic noise on the project site. While noise levels at the majority of the receivers would be acceptable, worst-case traffic noise levels would exceed 60 CNEL at the roof deck receivers along Santa Fe Drive, more specifically at Lots 38 through 43. This would be considered a significant impact. Implementation of mitigation measure NOI-1 would reduce exterior on-site noise impacts to a level less than significant.

Interior

The Acoustical Analysis Report (see Appendix L) also assessed the impacts of the worst-case traffic noise levels on interior noise levels of the proposed residential structures. According to the U.S. EPA, current exterior building construction is generally expected to achieve at least 15 decibels of exterior-to-interior noise attenuation with windows opened. Therefore, proposed building structures exposed to exterior noise levels greater than 60 CNEL could be subject to interior noise levels exceeding the 45 CNEL noise limit for residential habitable space. Calculations show that future noise levels on-site are expected to exceed 60 CNEL at the facades of the buildings at Lot 14 and Lots 37 through 43, such that interior noise levels may exceed 45 CNEL with windows open in residential space at those areas without appropriate treatment. This would be considered a significant impact. Implementation of mitigation measure NOI-2 would reduce interior noise impacts to a level less than significant.

Mitigation Measures:

NOI-1: Sound Barrier

The project shall install a four-foot-high sound barrier placed along the west, north and east boundaries of the proposed roof decks of the buildings on Lots 38 and 43; additionally, a 4.5-foot-high sound barrier shall be placed along the west, north and east boundaries of the proposed roof decks of the buildings on Lots 39 through 42. The sound wall shall be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least seven-eighths-inch thick or have a surface density of at least three and one-half pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any gate(s) proposed to be constructed in a sound wall must be designed with overlapping closures. The gate(s) may be of three-quarter inch or thicker wood, solid-sheet metal

of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated door jambs.

NOI-2: Interior Noise Reduction Measures

The State of California and the city require buildings to be designed in order to attenuate, control and maintain interior noise levels not greater than 45 CNEL in habitable space, as formulated in the EMC and the California Building Code, Section 1206.4. An exterior to interior noise analysis should be performed when building plans become available, prior to the issuance of building permits. The analysis should provide recommendations to reduce interior noise of the residential structures to 45 CNEL. This could include the use of dual-paned windows with improved STC ratings and the incorporation of a mechanical ventilation system meeting the requirement for fresh air exchange rates.

Off-Site Traffic Increases

Current and future off-site noise is generated primarily by traffic volumes on Santa Fe Drive. Based on SANDAG projections, the overall traffic volume of Santa Fe Drive is expected to decrease from 15,000 ADT to 10,000 ADT. The LTA (see Appendix B) determined that the project would generate approximately 478 ADT. This would represent an increase in 438 ADT compared to the 40 ADT currently generated by the existing church.

The project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. While changes in noise levels would occur along any roadway where project-related traffic occurs, for noise assessment purposes, noise level increases are assumed to be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic.

A substantial noise increase is defined as an increase of 3 dB above existing conditions. Typically, a project would have to double the traffic volume on a roadway in order to have a significant direct noise increase of 3 dB or more or to be major contributor to the cumulative traffic volumes. Existing traffic volumes on Santa Fe Drive are approximately 15,000 ADT. An increase of 438 ADT on Santa Fe Drive over existing conditions would result in a noise increase of 0.1 dB, which would not be an audible change in noise levels. Therefore, operational roadway noise would not generate a substantial permanent increase in ambient noise levels for off-site noise sensitive land uses, and impacts would be less than significant.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. For example, outdoor vibration is rarely

noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying (Federal Transit Authority 2018).

Table 9 presents the property line ground vibration limits for operational sources established in Section 30.40.10(B) of the EMC. The limits specified in Table 9 apply to operational sources of groundborne vibration. As a future residential use, the project is not anticipated to be a source of operational groundborne vibration. For construction activities, based on best available data, impacts for hydraulic breakers, or hammers, and other non-transient sources such as those associated with project construction shall be considered significant if the peak particle velocity (PPV) exceeds 0.2 inch per second (in/sec).

Table 9# Ground Vibration Limits		
Adjacent Zone	Vibration Level # (inches per second)	
	Impact	Steady-State
Residential	0.006	0.003
Commercial	0.010	0.005
Light Industrial	0.040	0.020
Public/Semi-Public	0.010	0.005
SOURCE: Chapter 30.40 Section 30.40.010(B) of the Encinitas Municipal Code		

Construction activities produce varying degrees of ground vibration depending on the equipment and methods employed. While ground vibrations from typical construction activities rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction site. Construction activities that typically generate the highest levels of vibration are blasting and impact pile driving. However, the project would not include blasting or pile driving. The equipment that would be used during construction with the greatest potential to generate vibration would be loaded trucks. According to the FTA, loaded trucks generate vibration levels of 0.076 in/sec PPV at 25 feet, which would exceed 0.2 PPV in/sec at distances 10 feet or closer. The nearest structures are located approximately 10 feet or more from the edge of the project footprint. A loaded truck would not be located immediately adjacent to the building due to physical constraints. Rather, they would be located either on the adjacent roads or on the project site at distances greater than 10 feet from the adjacent buildings. All other construction equipment operating on-site would generate vibration levels that are less than a loaded truck. Therefore, the project would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

No Impact: There are no public or private airports within two miles of the project site, and the project site is outside of an airport land use plan. The closest (public) airport is McClellan-Palomar Airport, approximately 9.7 miles northeast of the project site. Further, the project is not within the Airport Influence Area for McClellan-Palomar Airport (ALUC 2010; ALUC 2024). Therefore, the project would not result in excessive noise levels for people residing or working in the project area concerning an airport or private airstrip. No impact would occur.

XIV. POPULATION AND HOUSING -- Would the project:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project would receive a Density Bonus consistent with state and city regulations. In conjunction with the Density Bonus, five of the proposed units would be dedicated as affordable at the “Very Low Income” level. The project proposes the waiver of the land use designation of R8, which only allows for single-family development that includes one primary residence on one lot. The project proposes the development of 43 new lots, including 35 single-family lots and eight multi-family duplex lots that would provide 16 multi-family residential units. While the project would provide nine additional homes compared to the allowed density for the site, the number of units would contribute to the cumulative planned growth for the city under the adopted 2021-2029 Housing Element (City of Encinitas 2021). Consequently, the project would be consistent with planned growth under the adopted 2021-2029 Sixth Cycle Housing Element, and would support the city’s goal of providing an additional 1,554 housing units, 838 of which are required to serve low or very low-income housing needs. Additionally, the project site has access to existing water, sewer and storm water infrastructure within Santa Fe Drive and would not expand existing infrastructure facilities that could induce growth. Therefore, the project would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site currently accommodates a church with administrative office, a preschool, and a standalone caretaker dwelling associated with the church. Per an agreement with the developer and existing tenant, relocation and housing assistance would be provided to the existing tenants of this caretaker unit. Furthermore, while the project would displace one residence, the 51 residential units developed by the project would result in a net increase of 50 units. Therefore, the project would not displace substantial numbers of existing people or housing or necessitating the construction of new housing elsewhere, and impacts would be less than significant.

XV. PUBLIC SERVICES

- 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 service ratios, response times or other performance objectives for any of the public services:
 - i. Fire protection?
 - ii. Police protection?
 - iii. Schools?
 - iv. Parks?
 - v. Other public facilities?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

- i. Fire protection?

Less than Significant Impact: The project would be served by the Encinitas Fire Department, which has six fire stations strategically located in different areas of the city to provide coverage to the community. The project site is located approximately one mile from Fire Station No. 2, located at 618 Birmingham Drive. The Encinitas Fire Department has issued a service availability form stating that they have adequate facilities available to serve the project (Appendix M). Per the EMC Section 23.92.010, the project would be required to pay the "Fire Mitigation Fee"/development impact fee prior to issuance of building permit to finance future fire protection facilities, and to pay for new development's fair share of the construction of these improvements. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant.

ii. Police protection?

Less than Significant Impact: The City of Encinitas contracts for law enforcement services with the San Diego County Sheriff. The North Coastal Sheriff's Station is located in Encinitas at 175 North El Camino Real, approximately 1.3 miles northeast of the project site. Per the Public Safety Element Policy 1.11 of the General Plan, the city's goal is to provide one 24-hour deputy per 10,000 residents (City of Encinitas 2024b). Current service levels exceed this standard by providing six 24-hour units per 10,000 residents. Therefore, the project would not generate a substantial number of residents in a way that would significantly impact the sheriff department's current response times. Therefore, the project would not result in the need for new or altered police protection facilities, and impacts would be less than significant.

iii. Schools?

Less than Significant Impact: The project would develop 51 residential units, whose occupants may have children that would attend schools operated by the Cardiff School District and San Dieguito Union High School District. However, the Cardiff School District and San Dieguito Union High School District have both issued service availability forms stating that they have adequate facilities available to serve the project (Appendices N and O).

The project applicant would pay all new development impact fees in compliance with Community Facilities Mitigation Fee Resolution 2005-71 prior to issuance of permits. Additionally, the project would comply with Government Code Section 65995 and Education Code Section 53080, which allows school districts to impose mitigation fees on new development as a method of addressing increased enrollment. SB 50 states that statutory fees are the exclusive means of considering and mitigating school impacts caused by development projects. The payment of the statutorily fee amounts provides "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities" (SB 50). The school districts would collect the developer fees for projects within its service area to support costs of construction and expansion of school facilities. the project would not result in the need for new or altered school facilities, and impacts would be less than significant.

iv. Parks?

Less than Significant Impact: The park facilities nearest to the project are the San Dieguito High School fields, located approximately 0.3 mile north, Encinitas Community Park, located 0.7 mile southwest, and Ada Harris Park located approximately 0.2 mile south. As described in Section XIV(a) above, the project would be consistent with planned growth under the adopted 2021-2029 Sixth Cycle Housing Element, and would support the city's goal of providing an additional 1,554 housing units, 838 of which are required to serve low or very low-income housing needs. Consequently, the project would accommodate anticipated population growth and would be consistent with planning projections for future parks within the city. Additionally, the inclusion of on-site recreational amenities, including a children's playground and dog park, would reduce usage of local and regional parks.

Pursuant to EMC Section 23.98.050.C, the applicant would be required to pay an in-lieu fee for park and recreation purposes. This fee would assist the city in acquiring and improving parkland to serve new development, and to pay for the development's fair share of these acquisitions and

improvements. Therefore, the project would not result in the need for new or altered park facilities, and impacts would be less than significant.

v. Other public facilities

Less than Significant Impact: The analysis within Sections XV(i) through (iv) concluded that the project would have a less than significant impact related to fire protection, police protection, schools and parks. The project would not result in an impact to any other public facilities including, but not limited to libraries and hospitals. Therefore, the project would not result in the need for any other new or altered public facilities, and impacts would be less than significant.

XVI. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As described in Section XIV(a) above, the project would be consistent with planned growth under the adopted 2021-2029 Sixth Cycle Housing Element, and would support the city’s goal of providing an additional 1,554 housing units, 838 of which are required to serve low or very low-income housing needs. Consequently, the project would accommodate anticipated population growth and would be consistent with planning projections for future parks within the city. Additionally, the inclusion on-site recreational amenities, including a children’s playground and dog park, would reduce usage local and regional parks. Additionally, the inclusion of on-site recreational amenities, including a children’s playground and dog park, would reduce usage local and regional parks.

Pursuant to EMC Section 23.98.050.C, the applicant would be required to pay an in-lieu fee for park and recreation purposes. This fee would assist the city in acquiring and improving parkland to serve new development, and to pay for the development's fair share of these acquisitions and improvements. Therefore, the project would not 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, and impacts would be less than significant.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As discussed in Section XV(a)(iv) above, the project would include on-site recreational amenities, including a children’s playground and dog park. These amenities would be located entirely within the project footprint. Consequently, potential impacts associated with proposed on-site recreation facilities have been considered within this environmental document. Therefore, the project would not have adverse physical effect on the environment caused by expansion or construction of recreational facilities, and impacts would be less than significant.

XVII. TRANSPORTATION -- Would the project:

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The city relies on the San Diego Traffic Engineers’ Council (SANTEC) and the Institute of Transportation Engineers (ITE – California Border Section) (SANTEC/ITE) Guidelines for Traffic Impact Studies (TIS) in the San Diego Region to evaluate potential impacts of a project on the roadway network. According to the SANTEC/ITE Guidelines, an LTA should be prepared for all projects which generate traffic greater than 1,000 total ADT. The project would generate less than 1,000 trips and would not be required to prepare an LTA, nor would the project meet the 50 peak hour trip threshold required to analyze any intersection or roadway segment. However, according to EMC Section 23.08.060B, a traffic analysis is required for projects with more than 2,000 square feet of building area and/or any residential project with five or more units. Therefore, an LTA (see Appendix B) was prepared because the project would exceed both limits. The LTA was also prepared to determine if traffic from the project would conflict with the city’s General Plan Circulation Element policies.

Relevant General Plan policies that address circulation relative to the project include following:

- Policy 1.2: Endeavor to maintain Level of Service (LOS) C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.
- Policy 1.3: Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.

LOS is a professional industry standard by which the operating conditions of a given roadway segment or intersection is measured. LOS is defined on a scale of A to F; where LOS A represents the best operating conditions and LOS F represents the worst operating conditions. The LTA included calculations of existing traffic volumes and LOS analysis for the following intersections and roadway segment:

Intersection

- 1) Nardo Road/MacKinnon Avenue and Santa Fe Drive
- 2) Bonita Drive/Windsor Road and Santa Fe Drive
- 3) San Dieguito Academy High School Driveway/Project Driveway and Santa Fe Drive (south leg constructed as part of project)

Roadway Segment

- 1) Santa Fe Drive between Nardo Road/MacKinnon Avenue and Bonita Drive/Windsor Road

According to the LTA, all intersections, including the project driveway, would operate at LOS B or better during the weekday peak-hours in the post-project condition. Additionally, the evaluated segment of Santa Fe Drive would continue to operate at LOS C in the post-project condition. Therefore, the project would not conflict with the city’s General Plan Circulation Element policies 1.2 and 1.3, which promote an adequate roadway system and maintenance of LOS C. The project has also been designed to be consistent with the Santa Fe Drive (Western Phase) Improvements Project that is currently under construction, which will result in the following changes along the project’s frontage with Santa Fe Drive:

- Introduce a buffered bicycle lane along both sides of Santa Fe Drive between the intersection with Nardo Road/MacKinnon Avenue and Bonita Drive/Windsor Road.
- Adding back-in angled parking
- Adding a mid-block signalized pedestrian crossing
- Relocation of the existing bus stops.

The project’s existing driveways onto Santa Fe Drive would be demolished, and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. This new signalized intersection would allow for safe crossing of the proposed buffered bicycle lane along both sides of Santa Fe Drive fronting the project site. The remainder of the project frontage along Santa Fe Drive would be developed with sidewalks to allow for pedestrian access. The project would not impact the relocated bus stops served by the BREEZE bus system Route 304 operated by the North County Transit District. Therefore, the project would not conflict with adopted policies, plans and programs regarding public transit, bicycle and pedestrian facilities, and impacts would be less than significant.

- b) Would the project conflict or be consistent with CEQA Guidelines Section 15064.3, subdivision (b)?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

In December 2018, new CEQA guidelines were approved that shifted traffic analysis from delay and operations to VMT when evaluating transportation impacts under CEQA. This change in methodology was a result of SB 743, which changed the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multi-modal transportation networks, and a diversity of land uses. CEQA Guidelines Section 15064.3 states that, generally, VMT is the most appropriate measure of transportation impacts, and a project’s effect on automobile delay shall not constitute a significant environmental impact. Land use projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project’s VMT qualitatively. A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s VMT. To help clarify the CEQA Guidelines and SB 743, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance and mitigation measures. The OPR provides this technical advisory as a resource for the public to use at their discretion. The OPR guidelines note the following: “. . . local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than significant transportation impact.” Locally serving retail/service projects generally improve the convenience of retail close to home and have the effect of reducing vehicle travel.

Less than Significant Impact: The project was deemed completed prior to the city’s adoption of the current City of Encinitas SB 743 VMT Analysis Guidelines on Nov. 8, 2023. As a result, a VMT assessment (Appendix P) was prepared for the project based on the criteria outlined in the ITE Guidelines for TISs in the San Diego Region (San Diego ITE, May 2019). The local San Diego ITE guidelines state that projects that are consistent with the General Plan and generate less than 1,000 ADT would have less than significant VMT impacts. The project would be consistent with the General Plan and would generate 478 ADT, which is below the above threshold of 1,000 ADT. As a result, it is presumed that impacts would be less than significant, and no additional VMT analysis is required. Therefore, the project would not conflict or be consistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project would not include sharp curves or dangerous intersections. The project’s existing driveways onto Santa Fe Drive would be demolished and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. This new signalized intersection would allow for safe, vehicular, bicycle and pedestrian access. Therefore, the project would not significantly increase hazards due to design features or incompatible uses. Impacts would be less than significant.

d) Result in inadequate emergency access?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Consistent with City of Encinitas Fire Department requirements, the proposed 24-foot internal private street would terminate as a cul-de-sac with a 36-foot-wide radius that is adequate for emergency vehicle circulation and turnaround. An 8-foot-wide parking easement and signage stating “Fire Lane, No Parking” would be proposed to prevent people from parking within the parking easement. The project would not alter any established emergency vehicle routes or otherwise interfere with emergency access. As described in greater detail in Section XVII(a) above, all project intersections and the potentially affected segment of Santa Fe Drive would continue to operate at acceptable levels in the post-project condition. Consequently, the project would not generate traffic congestion that would interfere with emergency access. Additionally, the project’s existing driveways onto Santa Fe Drive would be demolished, and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. This new signalized intersection would allow for safe emergency access. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape,

sacred place, or object with cultural value to a California Native American tribe, and that is:

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: The city initiated consultation with California Native American tribes traditionally and culturally affiliated with the project site consistent with the requirements of AB 52 on Sept. 23, 2024. A summary of the responses received is provided below:

- The Rincon Band of Luiseno Indians sent a letter to the city on Sept. 24, 2024, stating that the Rincon Band is traditionally and culturally affiliated with the project area, that the project site is located within a culturally sensitive area, and that the potential exists for cultural resources to be identified. However, the Rincon Band recommended working closely with other tribes and did not request AB 52 consultation.
- The Barona Band of Mission Indians sent an email to the city on Sept. 24, 2024, requesting additional information. The city provided the requested information on the same day, but the Barona Band of Mission Indians never followed up or requested AB 52 consultation.
- The San Pasqual Band of Mission Indians sent a letter to the city on Sept. 26, 2024, stating that the project site is located within the tribes' traditional use area and requested AB 52 consultation. The city sent subsequent emails attempting to set up a consultation meeting, but the San Pasqual Band of Mission Indians did not respond by Dec. 13, 2024, when the consultation request period closed.
- The San Luis Rey Band of Mission Indians sent a letter to the city on Sept. 26, 2024, requesting AB 52 consultation. The city met with the San Luis Rey Band of Mission

Indians on Dec. 9, 2024, during which the tribe requested cultural resources monitoring during construction.

Based on the responses received from the tribes, the project would have the potential to unearth previously unknown tribal cultural resources, which would be considered a significant impact. Implementation of mitigation measure CUL-1 described above would reduce impacts on previously unknown tribal cultural resources to a level less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

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

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: The project proposes new sewer and water mains to be installed on the site to connect to the existing infrastructure system. The project proposes the installation of a new water main to establish a new connection to the existing San Dieguito Water District water main along Santa Fe Drive to supply water to the project. The project would also install a new sewer main that would connect to an existing Cardiff Sanitary Division main within Santa Fe Drive. The project would utilize existing utilities to provide service to the project site through connections to existing electrical and telecommunication lines. Under EMC 23.12.080D-A-C (per Ordinance 2022-14, adopted by City Council on Oct. 26, 2022), all new residential buildings would be required to be all electric, and therefore would not require new connections to natural gas infrastructure. Per the building electrification ordinance, all appliances would be electric, to be supplied with electricity from on-site solar or SDG&E. All utilities would be installed within the footprint of the proposed on-site roadways to connect to existing infrastructure within Santa Fe Drive and Munevar Road. The San Dieguito Water District and Cardiff Sanitation District have issued service availability forms indicating that adequate water and wastewater treatment facilities are available to serve the project (Appendices Q and R). Additionally, the Preliminary Sewer Study completed for the project determined that the existing sewer main in Munevar Road is adequately sized to handle the flows generated by the project (Appendix S). As described in Section X(c)(i) above, the project would reduce peak flows during the 100-year storm event from 11.31 cfs in the existing condition to 6.98 cfs in the post-project condition. All proposed utility infrastructure would be located within the project footprint. Consequently, potential impacts associated with construction of proposed utility infrastructure have been analyzed throughout this environmental document. Therefore, the project would not require construction of off-site utility facilities or expansion of existing utility facilities, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Water service for the project would be provided by the San Dieguito Water District, which has issued a service availability form indicating that adequate water resources and entitlements are available to serve the potable water demands of the project. Per the San Dieguito Water District Urban Water Management Plan (San Dieguito Water District 2021) which takes into account growth in its service area and the impact on its supplies, the San Dieguito Water District has sufficient supplies through 2045 during normal, dry and multiple dry years.

The Planting Plan for the project includes the use of drought-tolerant plants, and adherence to EMC Chapter 23.26 Water Efficient Landscape Regulations would ensure project water use would be conserved to the greatest degree possible. Therefore, sufficient water supplies would be available to serve the project, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Wastewater service for the project would be provided by the Cardiff Sanitary Division, which is owned by the city and operated by the City of Encinitas Public Works Department. The Cardiff Sanitary Division serves a population of approximately 20,000 residents in an 8.3-square-mile area in the southern and easterly portions of the city (City of Encinitas 2023c). The Cardiff Sanitary Division has issued a service availability form indicating adequate wastewater service capacity is available to serve the project (see Appendix R). Additionally, the Preliminary Sewer Study completed for the project determined that the existing sewer main in Munevar Road is adequately sized to handle the flows generated by the project (Appendix S). Therefore, the project would not exceed wastewater treatment capacity, and impacts would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project would be subject to the city’s Construction and Demolition (C&D) Debris Ordinance (EMC Chapter 11.22), which requires all covered projects to reuse, salvage or recycle 65 percent of all C&D Debris generated from the project consistent with the minimum requirements regarding recycling or reuse for salvage set forth in the CALGreen Building Standards Code. To demonstrate compliance with this ordinance, the project would submit a waste management plan to the city prior to issuance of building or demolition permit.

California state law AB 341 requires that multi-family housing complexes of five units or more participate in recycling, regardless of the amount of solid waste generated each week (City of Encinitas 2024c). Per AB 1826, apartment and condominium complexes of five units or more are also required to recycle non-food organic waste. Under SB 1383, all multi-family properties would be required to recycle food waste in addition to the previously mentioned organic waste. In June 2021, EDCO began offering food and green waste collection services for Encinitas residents. To comply with the requirements of state law regarding solid waste, the Encinitas City Council adopted a CAP to reduce greenhouse gas emissions which includes the implementation of a citywide zero waste program. Through the CAP strategy, the city’s goal is to reduce residents’ waste generation to 5.3 pounds per person per day by 2020 and 3.0 pounds/person/day by 2030. To do this, the city has adopted policies regarding reducing waste sent to a landfill through recycling and composting. The project would provide enclosed trash and recycling areas, and would provide composting containers to the residents to be serviced by EDCO. The city has an exclusive franchise agreement with EDCO to provide solid waste collection services in Encinitas (City of Encinitas 2024d). EDCO has issued a letter indicating that they have adequate capacity to serve the project (Appendix T). Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: As described in Section XIX(d) above, the project would comply with all applicable solid waste and recycling requirements. Therefore, the project would comply

with federal, state and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - Potentially Significant Impact
 - Less Than Significant With Mitigation Incorporated
 - Less than Significant Impact
 - No Impact

Discussion/Explanation:

Less than Significant Impact: The project would not alter any established emergency vehicle routes or otherwise interfere with emergency response or evacuation. As described in greater detail in Section XVII(a) above, all project intersections and the potentially affected segment of Santa Fe Drive would continue to operate at acceptable levels in the post-project condition. Consequently, the project would not generate traffic congestion that would impair or interfere with emergency response or evacuation. Additionally, the project’s existing driveways onto Santa Fe Drive would be demolished and the proposed driveway would be aligned with the San Dieguito Academy High School driveway. Similarly, the existing pedestrian signal aligned with the San Dieguito Academy High School driveway would be modified to a four-way signalized intersection. This new signalized intersection would accommodate emergency response and evacuation. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?
 - Potentially Significant Impact
 - Less Than Significant With Mitigation Incorporated
 - Less than Significant Impact
 - No Impact

Discussion/Explanation:

No Impact: The project consists of infill residential development within an urbanized area. Review of the city’s Very High Fire Hazard Severity Zone map determined that the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (City of Encinitas 2024a). Similarly, the project site is not located within a state responsibility area for fire hazards (CAL FIRE 2023). Additionally, the project would be subject to review by the Encinitas Fire Department to ensure adherence to fire code regulations to reduce risks associated with

potential fires. Therefore, the project would not expose project occupants to pollutant concentration from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project consists of infill residential development within an urbanized area. Review of the city’s Very High Fire Hazard Severity Zone map determined that the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (City of Encinitas 2024a). Similarly, the project site is not located within a state responsibility area for fire hazards (CAL FIRE 2023). Additionally, the project would be subject to review by the Encinitas Fire Department to ensure adherence to fire code regulations to reduce risks associated with potential fires. Therefore, project infrastructure would not exacerbate fire risk. No impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project consists of infill residential development within an urbanized area. Review of the city’s Very High Fire Hazard Severity Zone map determined that the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (City of Encinitas 2024a). Similarly, the project site is not located within a state responsibility area for fire hazards (CAL FIRE 2023). Additionally, the project would be subject to review by the Encinitas Fire Department to ensure adherence to fire code regulations to reduce risks associated with potential fires. Therefore, the project would not expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: As described in Section IV(a) above, implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant. Similarly, implementation of COA-1 and COA-2 would avoid impacts on Crotch’s bumble bee and nesting birds. The project does not have the potential to result in any other impacts that would substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As described in Section V(b) above, implementation of mitigation measure CUL-1 would reduce impacts on examples of the major periods of California history and prehistory to a level less than significant.

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)?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant with Mitigation Incorporated. Cumulative impacts require consideration of development that may be occurring in the localized area to determine whether the project, in combination with other development, would significantly contribute to a cumulative impact. Past, present and reasonably future projects were researched to identify projects that could contribute to a potentially significant cumulative impact. Table 10 presents projects that are either currently being processed by the city, were recently approved but have not been constructed yet, are under construction, or were recently constructed and now operational. Figure 9 identifies the location of each of these projects by the number listed in the table showing an approximate one-mile radius. As shown on Figure 9, six projects are located within an approximate one-mile radius of the project site, all of which are also located within a highly urbanized setting.

As described in Section III, Air Quality, impacts related to air quality would be less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section III(b) above, the project would be consistent with the growth projections accounted for in the RAQS. Additionally, as described in Section III(b) above, construction and operational emissions would not exceed the applicable screening thresholds for all criteria pollutants. These project-level thresholds are designed to help achieve attainment with cumulative basin-wide standards. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS, and cumulative impacts would be less than significant.

As described in Section IV(f), the project would be consistent with the MHCP, which is a regional resource conservation document. Consequently, projects that are consistent with the MHCP would not contribute a cumulative impact to biological resources. Additionally, implementation of mitigation measure BIO-1 would reduce impacts on non-native grassland to a level less than significant, thereby avoiding cumulative impacts. Similarly, implementation of COA-1 and COA-2 would avoid impacts on Crotch's bumble bee and nesting birds, thereby avoiding cumulative impacts.

As described in Section V(b) above, implementation of mitigation measure CUL-1 would reduce potential impacts on unknown cultural resources to a level less than significant, thereby avoiding cumulative impacts. As described in Section VII(f) above, implementation of mitigation measures GEO-1 and GEO-2 would reduce potential impacts on unknown paleontological resources to a level less than significant thereby avoiding cumulative impacts.

The analysis of GHG emissions in Section VIII above is a cumulative analysis by nature as the issue of GHG emissions is a global issue. As described in Section VIII above, the project would not conflict with the city's CAP, statewide GHG reduction goals, or any other plan adopted for the purposes of reducing GHG, and cumulative impacts would be less than significant.

No cumulative impact would result related to issues of geology and soils, hazards and hazardous materials, or hydrology and water quality because like the project, each cumulative project would be subject to local and state regulations that ensure impacts related to these issues are avoided. As described throughout this Draft Initial Study, all other project-level impacts not requiring mitigation would be less than significant or would have no impact. Consequently, the project would not result in any project-level significant impacts that could contribute to an existing cumulative impact on the environment.

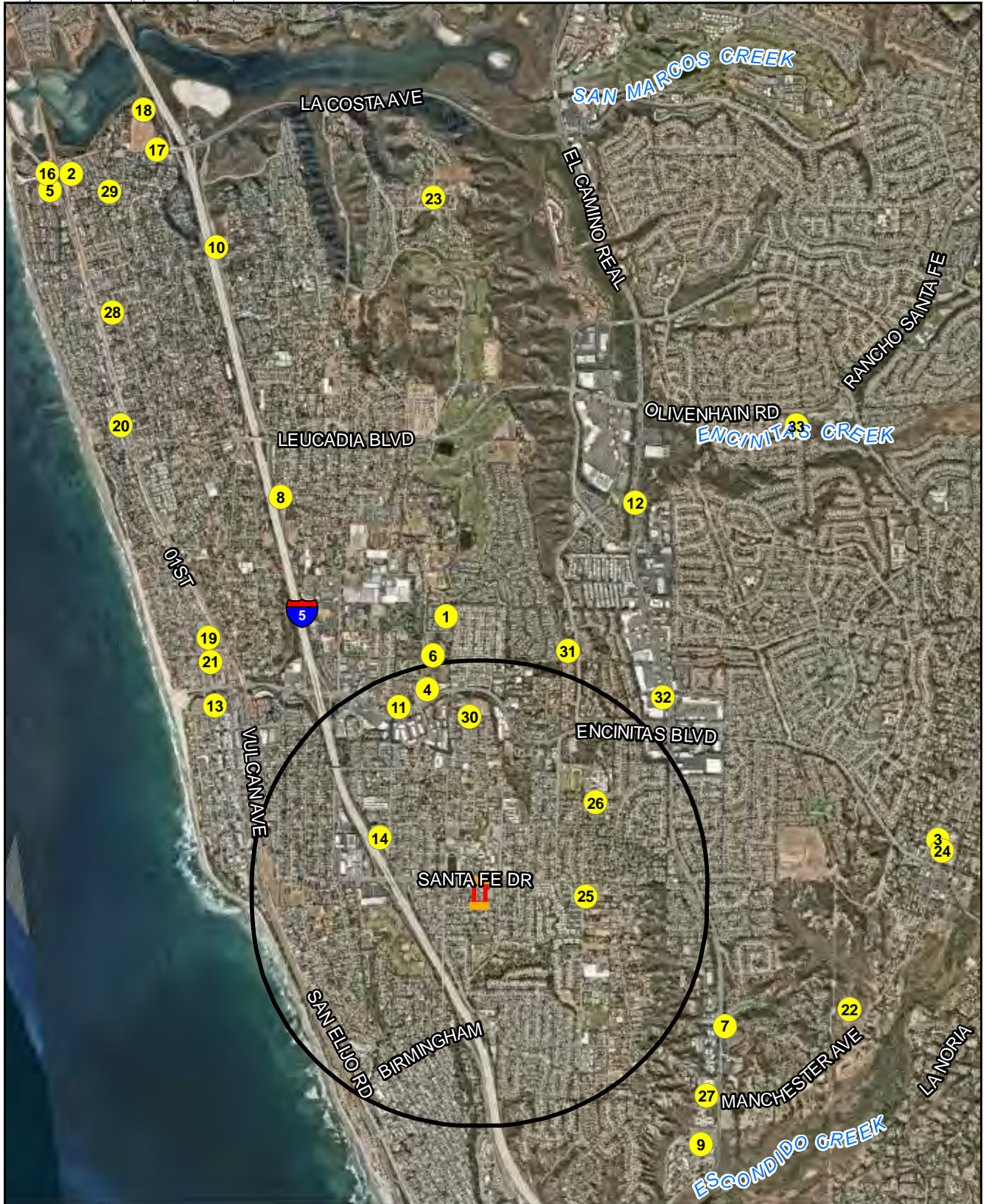
Therefore, the project's contribution to a potential cumulative impact would be less than significant and the project has been determined not to meet this Mandatory Findings of Significance.





c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project would not have a significant impact related to any issue areas that could result in adverse effects to human beings either directly or indirectly. Impacts related to air quality and noise would be less than significant. Construction of proposed facilities may involve the use of small amounts of solvents, cleaners, paint, oils and fuel for equipment. However, use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Future construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Adherence to the recommendations presented in the Pre-Demolition Hazardous Building Materials Survey would ensure that impacts related to hazardous materials would be less than significant. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly, and the project has been determined not to meet this Mandatory Findings of Significance.



-  Project Site
-  Off-site Improvement Area
-  1 Mile Radius
-  Cumulative Projects

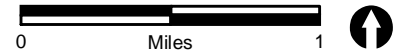


FIGURE 9
Cumulative Projects

Table 10 Cumulative Project List					
Map No.	HEU Site No. (if applicable) ¹	Project Name	Location	Development Proposed-Units ²	Status
1	09	Fox Point Farms (Echter Property)	1150 Quail Gardens Drive	250	Under Construction
2	AD8	Vulcan & La Costa Avenue	1967 North Vulcan Avenue	72	Under Construction
3	08 (a,b)	Encinitas Boulevard Apartments (Gaffey/Goodsen)	2220, 2228, and 2230 Encinitas Boulevard	250	Approved
4	12	Sunshine Gardens	630 Encinitas Boulevard	140	Under Construction
5	07	Marea Village (Jackel Properties)	1950 N. Coast Highway 101	94#for-lease apartments/30-room boutique hotel/ 18,261 sf mixed-use development	Approved
6	AD2	Quail Meadows	211 and 225 Quail Gardens Drive	485	In Review
7	AD1	Sage Canyon	Sage Canyon Drive	60	HE Site
8	AD31	Clark Avenue Apartments	662, 672, and 682 Clark Avenue and 556 Union Street	199	Approved
9	01	Saints Constantine & Helen Senior Apts. (Greek Church)	3459 Manchester Avenue	61	Approved
10	02	Piraeus Point (Cannon Property)	Piraeus Street and Plato Place	149#	Approved
11	05	Moonlight Apartments	550-590, 696 Encinitas Boulevard	202	Approved
12	06a	Camino (Armstrong Parcels)	701 N. El Camino Real	87	Under Review
13	AD 14	Harrison	364 & 371 Second Street	25	HE Site
14	AD9	Seacoast Church	1050 Regal Road	42	HE Site
15	AD11	Manchester Avenue West	2951 & 2955 Manchester Avenue	50	HE Site
16	--	Encinitas Beach Resort (Alila Marea Resort)	Highway 101/La Costa Avenue	130-room hotel with 5,827 SF restaurant/bar	Constructed/ Operational
17	--	516 La Costa Development	516 La Costa Avenue	17 room hotel/ 3,089 SF restaurant	Under Review
18	--	The Cove at Encinitas (La Costa 48)	510 La Costa Avenue	44 single-family residential units and 4 vacant lots	Under Construction
19	--	The Captain (Moonlight Mixed Use)	154, 184, and 196 North Coast Highway 101	50,934 SF commercial area and 45 residential units	Approved
20	--	NINE7ZERO PCH Leucadia	978 North Coast Highway 101	Mixed use with 9 residential units	Under Review
21	--	Burtech Mixed-Use	102 & 118 Second Street	2,694 SF commercial 16 residential units	Approved
22	--	The Preserve	Manchester Avenue (2620512300)	35 single-family residential units	Under Review
23	--	Bella Vista Subdivision	Bella Vista Drive, north of Blue Heron Avenue	17 single-family residential units	Approved
24	--	Olivenhain Estates Subdivision	154 Rancho Santa Fe Road	14 single-family residential units	Under Review
25	--	The Summit	1255 Lake Drive	12 residential units	Under Review

Table 10 Cumulative Project List					
Map No.	HEU Site No. (if applicable) ¹	Project Name	Location	Development Proposed-Units ²	Status
26	--	Torrey Crest	1240 Melba Road	30 single-family residential units	Under Review
27	--	Westmont	1920 & 1942 S. El Camino Real	49 assisted living units	Under Review
28	--	Sanford 8	145 Sanford Street	8 residential units	Approved
29	--	241 Andrew Subdivision	241 Andrew Avenue	12 single-family residential units	Under Review
30	--	Ocean Bluff	501 Ocean Bluff Way	27 single-family residential units	Under Review
31	--	Zona Gale Estates	Zona Gale Road (2574010900 & 2574011100)	9 single-family residential units	Under Review
32	--	Chick-Fil-A Expansion	194 ECR	1,980 SF restaurant expansion to existing 3,151 SF restaurant	Under Review
33	--	Carefield Living	1877 Olivenhain	70 units (22 memory care, 48 assisted living units)	Under Review

SOURCE: City of Encinitas, Development Services Department, email communication, May 13, 2024.
 SF = square feet; HEU = (General Plan) Housing Element Update
¹For projects identified with a HEU site number in this column, the number of DUs that would theoretically be constructed with application of the density bonus allowance and/or as previously approved by the city.
²For projects listed as "Under Review" in the Status column, the number of DUs is the amount proposed with the application as currently being processed through the city.

XXII. MITIGATION MONITORING AND REPORTING PROGRAM:

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. In order to ensure that the mitigation measures and project revisions identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the Lead Agency is required to adopt a program for monitoring and reporting on the measures it has imposed to mitigate or avoid significant effects (CEQA Guidelines Section 15097[a]). The CEQA Guidelines require that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure mitigation measures identified in the EIR or MND are implemented.

According to CEQA Guidelines Section 15097(c), "reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. This program identifies, at a minimum, the entity responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, and the monitoring and reporting schedule.

The MMRP assigns responsibility for monitoring mitigation measures incorporated into the Santa Fe Subdivision Project (project). Under this program, the City of Encinitas (city) and the construction contractor would be responsible for the implementation and monitoring of these measures before, during, and immediately following construction phases of the project unless otherwise stated herein, in accordance with CEQA Guidelines Section 15097. A record of the MMRP will be maintained at City Hall, located at 505 South Vulcan Avenue, Encinitas, CA 92024.

The Initial Study/MND analyzed the potential environmental effects of the proposed project and identified measures to mitigate potentially significant impacts associated with construction of the project. The MMRP table presented below documents the mitigation measures to be implemented by the construction contractor and city.

SANTA FE SUBDIVISION PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
Biological Resources				
BIO-1	<p>Non-Native Grassland</p> <p>The project would mitigate impacts to 1.50 acres of non-native grassland at a ratio of 0.5:1 through the purchase of 0.75 acre credits at an approved mitigation bank.</p>	Prior to grading permit issuance.	Project Applicant.	
COA-1	<p>Crotch's Bumble Bee Pre-Construction Survey</p> <p>To avoid impacts to Crotch's bumble bee (<i>Bombus crotchii</i>), habitat removal in the proposed area of disturbance must occur outside of the Colony Active Period between April 1 and August 31. If removal of habitat in the proposed area of disturbance must occur during the Colony Active Period, a Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of Crotch's bumble bee within the proposed area of disturbance. Surveys must be conducted by a Qualified Biologist meeting the qualifications discussed in the California Department of Fish and Wildlife (CDFW) guidance (i.e., Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, dated June 6, 2023) with a Memorandum of Understanding for Crotch's bumble bee surveys. The Qualified Biologist shall send all photographic vouchers to a CDFW approved taxonomist to confirm the identifications of the bumble bees encountered during surveys.</p> <p>The pre-construction survey shall be conducted during the Colony Active Period between April 1 and August 31 by the Qualified Biologist prior to the issuance of Grading Permit, Demolition Plans/Permits and Building Plans/Permits and within one year prior to the initiation of project activities (including removal of vegetation). The pre-construction survey shall consist of photographic surveys following CDFW guidance (i.e., Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, dated June 6, 2023). The surveys shall consist of three separate visits spaced two to four weeks apart. Survey results will be considered valid until the start of the next Colony Active Period. The Qualified</p>	Prior to grading permit issuance.	Qualified biologist approved by City of Encinitas.	

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	<p>Biologist/owner permittee shall submit the results (including positive or negative survey results) of the pre-construction survey to the city. Survey data shall be submitted by the Qualified Biologist to the California Natural Diversity Database in accordance with the Memorandum of Understanding with CDFW, or Scientific Collecting Permit requirements, as applicable.</p> <p>If pre-construction surveys identify Crotch's bumble bee individuals on-site, the Qualified Biologist shall notify and consult with CDFW to determine whether project activities would result in impacts to Crotch's bumble bee, in which case, an Incidental Take Permit may be required. If an Incidental Take Permit is required, it shall be obtained prior to issuance of Grading Permit, Demolition Plans/Permits and Building Plans/Permits, and all necessary permit conditions shall be fulfilled prior to initiation of project activities. Take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (California Fish and Game Code §§ 86, 2062, 2067, 2068, 2080, 2085; California Code of Regulations, Title 14, Section 786.9) under the California Endangered Species Act.</p>			
COA-2	<p>Migratory and Nesting Bird Pre-Construction Survey</p> <p>To avoid impacts to migratory and nesting birds, habitat removal in the proposed area of disturbance must occur outside of the breeding season between March 1 and September 30. If removal of habitat in the proposed area of disturbance must occur during the bird breeding season, a pre-construction survey will be conducted prior to vegetation clearing between March 1 and September 30 (SANDAG 2003). This survey will be conducted at least one week prior to the vegetation being cleared. If vegetation clearing occurs outside of the breeding season, or the results of the pre-clearing nesting bird survey are negative, no additional measure will be required. If any active nests are detected, a buffer will be established around the nest and no work shall be conducted until the nest is no longer active.</p>	Prior to grading permit issuance and during construction activities.	Qualified Biologist approved by City of Encinitas.	
Cultural Resources				
CUL-1	<p>Archaeological Construction Monitoring Program</p> <p>The project shall implement an archaeological construction monitoring program based on the following:</p>	Prior to grading permit issuance, during grading and excavation activities, and upon completion of monitoring activities.	Qualified archaeologist and Native American monitor approved by Native American Tribes, and City of Encinitas.	

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	<ul style="list-style-type: none"> • The program would require both archaeological and Native American monitors to attend a pre-construction meeting and to be present during ground-disturbing activities within the project area. The frequency of inspections will be determined by the project archaeologist in consultation with the Native American monitor and will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. • If previously unidentified potentially significant cultural resources are discovered, construction activities should be diverted away from the discovery and the resources should be evaluated for significance. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains. The Principal Investigator shall inform the city's Director of Development Services of the discovery. The significance of the resource would be determined by the Principal Investigator in consultation with the city and Native American monitor. To mitigate potential impacts to significant cultural resources, a Research Design and Data Recovery Program should be prepared by the Principal Investigator in consultation with the Native American monitor, approved by the city, and implemented using professional archaeological methods. Construction activities would be allowed to resume after the completion of the recovery of an adequate sample and the recordation of features. • All cultural material collected during the monitoring and data recovery program shall be processed and conveyed to a Native American group of appropriate Tribal affinity. Alternatively, the cultural material may be curated at a local curation facility. • If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) will be followed. The principal investigator shall contact the County Coroner. 			

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	<ul style="list-style-type: none"> After the completion of the monitoring, a report shall be prepared. If no significant cultural resources are discovered, a brief letter shall be prepared. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared. 			
Geology and Soils				
GEO-1	<p>Paleontological Construction Monitoring Program Prior to grading permit issuance, during grading and excavation activities, and prior to building permit issuance, the project applicant shall implement a paleontological monitoring and recovery program consisting of the following measures, which shall be included on project grading plans to the satisfaction of the City of Encinitas Development Services Department:</p> <ol style="list-style-type: none"> The project applicant shall retain the services of a qualified paleontologist to conduct a paleontological monitoring and recovery program. A qualified paleontologist is defined as an individual having an M.S. or Ph.D. degree in paleontology or geology, and who is a recognized expert in the identification of fossil materials and the application of paleontological recovery procedures and techniques. As part of the monitoring program, a paleontological monitor may work under the direction of a qualified paleontologist. A paleontological monitor is defined as an individual having experience in the collection and salvage of fossil materials. The qualified paleontologist shall attend the project pre-construction meeting to consult with the grading and excavation contractors concerning the grading plan and paleontological field techniques. The qualified paleontologist or paleontological monitor shall be on-site on a full-time basis during the original cutting of previously undisturbed portions of the underlying very old paralic deposits. If the qualified paleontologist or paleontological monitor ascertains that the noted formations are not fossil-bearing, the qualified paleontologist shall have the authority to terminate the monitoring program. 	Prior to grading permit issuance and during grading and excavation activities.	Qualified paleontologist and City of Encinitas.	

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	<p>d. If fossils are discovered, recovery shall be conducted by the qualified paleontologist or paleontological monitor. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall have the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</p> <p>e. If subsurface bones or other potential fossils are found anywhere within the project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations.</p> <p>f. Fossil remains collected during monitoring and salvage shall be cleaned, sorted and catalogued. Prepared fossils, along with copies of all pertinent field notes, photos and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum.</p>			
GEO-2	<p>Paleontological Construction Monitoring Report Prior to building permit issuance, a final summary report outlining the results of the mitigation program shall be prepared by the qualified paleontologist and submitted to the City of Encinitas Development Services Department for concurrence. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils, as well as appropriate maps.</p>	Upon completion of monitoring activities and prior to building permit issuance.	Qualified paleontologist and City of Encinitas.	
Noise				
NOI-1	<p>Sound Barrier The project shall install a four-foot-high sound barrier placed along the west, north and east boundaries of the proposed roof decks of the buildings on Lots 38 and 43; additionally, a 4.5-foot-high sound barrier shall be placed along the west, north and east boundaries of the proposed roof decks of the buildings on Lots 39 through 42. The sound wall shall be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and</p>	During construction.	Construction contractor and City of Encinitas.	

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	<p>groove and must be at least seven-eighths-inch thick or have a surface density of at least three and one-half pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any gate(s) proposed to be constructed in a sound wall must be designed with overlapping closures. The gate(s) may be of three-quarter inch or thicker wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated door jambs.</p>			
NOI-2	<p>Interior Noise Reduction Measures The State of California and the city require buildings to be designed in order to attenuate, control, and maintain interior noise levels not greater than 45 CNEL in habitable space, as formulated in the EMC and the California Building Code, Section 1206.4. An exterior to interior noise analysis should be performed when building plans become available, prior to the issuance of building permits. The analysis should provide recommendations to reduce interior noise of the residential structures to 45 CNEL. This could include the use of dual-paned windows with improved STC ratings and the incorporation of a mechanical ventilation system meeting the requirement for fresh air exchange rates.</p>	<p>Prior to the issuance of building permits.</p>	<p>Qualified noise specialist, construction contractor, and City of Encinitas.</p>	

REFERENCES

Airport Land Use Commission (ALUC) San Diego County

2010 McClellan-Palomar Airport Policies and Maps. March. Microsoft Word - CRQ ALUCP Cover_March 4, 2010_final.doc (san.org).

2024 ALUCP Mapping Tool. Accessed August 14, 2024. <https://sdcraa-aluc.maps.arcgis.com/apps/webappviewer/index.html?id=945b3a6b12a34b158d8c9022251542e3>.

Beier, P., and S. Loe

1992 A Checklist for Evaluating Impacts to Wildlife Movement Corridors. Wildlife Society Bulletin. 20:434-440.

California Air Pollution Control Officers Association (CAPCOA)

2022 California Emissions Estimator model (CalEEMod). Version 2022. April.

California Air Resources Board (CARB)

2022 Scoping Plan, Appendix D Local Actions. November. Appendix D - Local Actions.

California Department of Conservation (DOC)

2022 California Important Farmland Finder. Accessed August 14, 2024. DLRP Important Farmland Finder (ca.gov).

California Department of Forestry and Fire Protection (CAL FIRE)

2023 Fire Hazard Severity Zones in State Responsibility Area. September. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>.

California Department of Toxic Substances Control (DTSC)

2024 EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/>.

California Department of Transportation (Caltrans)

2024 California State Scenic Highways System Map. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.

California Public Utilities Commission

2023 California Renewables Portfolio Standard. <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/office-of-governmental-affairs-division/reports/2023/2023-rps-annual-report-to-the-legislature.pdf>.

California State Water Resources Control Board

2024 Geotracker Database. <http://geotracker.waterboards.ca.gov/>.

Encinitas, City of

- 1994 General Plan Noise Element.
<https://portal.laserfiche.com/Portal/DocView.aspx?id=835467&repo=r-d8c5c08d>.
- 2011 General Plan Resource Management Element.
<https://portal.laserfiche.com/Portal/DocView.aspx?id=835470&repo=r-d8c5c08d>.
- 2020 Climate Action Plan, Interim Revision.
- 2021 Housing Element 2021-2029. April.
<https://www.encinitasca.gov/government/departments/development-services/policy-planning-housing/policy-planning/housing-update-2021-2029>.
- 2022 Emergency Operations Plan. January.
- 2023a Multi-Jurisdictional Hazard Mitigation Plan: City of Encinitas Annex.
<https://www.encinitasca.gov/home/showpublisheddocument/7557/638246044650770000>.
- 2023b BMP Design Manual. October. EDM Ch.7 BMP Stormwater Design Manual & Appendices_2024 (laserfiche.com).
- 2023c Citywide Sewer Master Plan Update. May. 638239767739030000 (encinitasca.gov).
- 2024a Very High Fire Hazard Severity Zone Map. August 26, 2024. Very High Fire Hazard Severity Zone | Very High Fire Hazard Severity Zone | Encinitas Open GIS Data Hub (arcgis.com).
- 2024b Fire Operations, Training and EMS. Accessed August 19, 2024. Fire Operations, Training & EMS | City of Encinitas (encinitasca.gov).
- 2024c Code of Ordinances, North 101 Corridor Specific Plan: Section 6.0 Public Facilities and Infrastructure, Section 6.2.3 Police Services.
<https://ecode360.com/44494585?highlight=police&searchId=9407139839821475#44494585>.
- 2024d Trash and Recycling: Commercial and Multifamily Resources. Accessed August 23, 2024. <https://www.encinitasca.gov/government/departments/public-works/trash-recycling/commercial-multifamily-resources>.

Federal Emergency Management Agency (FEMA)

- 2024 National Flood Hazard Layer. FIRM Map Panel No. 06073C. Accessed August 21, 2024. <https://www.fema.gov/flood-maps/national-flood-hazard-layer>.

Federal Transit Authority

- 2018 Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. September.

Nationwide Environmental Title Research LLC

2023 Historic Aerials. Available at <http://www.historicaerials.com/>.

Office of Environmental Health Hazard Assessment (OEHHA)

2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

San Diego Air Pollution Control District (SDAPCD)

2022 2022 Regional Air Quality Strategy.

San Diego Association of Governments (SANDAG)

2003 Final MHCP Plan. Prepared for the Multiple Habitat Conservation Program for the Cities of Carlsbad, Encinitas, Escondido, San Marcos, Solana Beach, and Vista. Volumes I, II, and III. March.

San Diego, County of

2009 Guidelines for Determining Significance Paleontological Resources.
<https://www.sandiegocounty.gov/dplu/docs/Paleo-Guidelines.pdf>.

2014 Dam Inundation Areas.

https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis-public.sandiegocounty.gov%2Farcgis%2Frest%2Fservices%2FHosted%2FDam_Inundation_Areas%2FFeatureServer%2F0&source=sd.

San Diego Gas and Electric Company (SDG&E)

2024 Final 2024 Renewables Portfolio Standard Procurement Plan. July 22, 2024
https://www.sdge.com/sites/default/files/regulatory/R2401017_PUBLIC_SDGE_2024%20Draft%20RPS%20Plan%20Revised.pdf.

San Dieguito Water District

2021 Urban Water Management Plan. June.

<https://www.encinitasca.gov/home/showpublisheddocument/2322/638053342107130000>.