NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION

The City of San Marcos intends to adopt ND 13-002. A Negative Declaration* has been prepared for this project and is available for review at the City of San Marcos, Development Services Department, 1 Civic Center Drive, San Marcos, CA 92069-2949.

CASE NO.: P13-0011, GPA 13-002, Rezone 13-001, CUP 13-004, MND 13-002
APPLICANT: High Tech Elementary North County (HTeNC)
DESCRIPTION OF THE PROJECT: The proposed project consists of the expansion of the High Tech High North County (HTHNC) campus to develop a new elementary school on 5.12 acres of vacant land located north and northeast of the existing Middle and High School campus. The proposed project will be accomplished in two phases (Phase 5a - temporary campus and Phase 5 - permanent campus). Phase 5a will consist of four modular classrooms for 96 students in grades K-2, and open in the Fall of 2013. Phase 5 will be construction of the permanent school buildings and related parking and play facilities for 460 Pre-K to 5th grade students to begin operation in Fall of 2014. The development of the site will require land use entitlements to include a General Plan Amendment from an Industrial designation to Public Institutional and Rezone from Industrial "I" to Public Institutional ("PI") as well as a Major Conditional Use Permit and boundary adjustment. Grading, landscape and building permits will also be required for project development.
LOCATION: The project site is located on the north side of San Marcos Boulevard at the intersection of Discovery Street, north of 1420 W. San Marcos Boulevard. Assessor Parcel Number: 219-210-41-00 and 219-210-42-00.
REVIEW PERIOD: May 14, 2013 – June 3, 2013

The purpose of this notice is to give interested persons an opportunity to be informed of the environmental determination prior to action by the City. If you have questions about this Notice, you may contact Karen Brindley, Principal Planner, 760-744-1050, Extension 3220.

COUNTY CLERK: Please post until **June 3, 2013** per Section 21092.3 of the Public Resources Code.

*Negative Declaration means a written statement/analysis briefly describing the reasons why a proposed project will not have a significant effect on the environment.

CITY OF SAN MARCOS
MITIGATED NEGATIVE DECLARATION
MND 13-002
HIGH TECH ELEMENTARY NORTH COUNTY

DATE: May 13, 2013
APPLICANT: High Tech High Elementary North County

1. **PROJECT CASE NUMBER(S) / TITLE:** P13-0011 High Tech Elementary North County (GPA 13-002; RZ 13-001; CUP-13-004)

2. **LEAD AGENCY NAME AND ADDRESS:** City of San Marcos, 1 Civic Center Drive, San Marcos, CA 92069.

3. **CONTACT PERSON AND PHONE NUMBER:** Karen Brindley;760-744-1050 ext.3220.

4. **PROJECT LOCATION:** The project site is located on the north side of San Marcos Boulevard at the intersection of Discovery Street, north of 1420 W. San Marcos Boulevard. Assessor Parcel Number: 219-210-41-00 and 219-210-42-00 as shown on Figure 1 (Regional Location).

5. **PROJECT SPONSOR'S NAME AND ADDRESS:** Paul Dooley, 1420 W. San Marcos Blvd., San Marcos CA 92078.

6. **GENERAL PLAN DESIGNATION:** Industrial (with a requirement of a Specific Plan for future industrial development).

7. **ZONING:** Industrial (I).

8. **BACKGROUND:** The proposed project consists of the expansion of the High Tech Elementary North County (HTeNC) campus to construct a new elementary school in two phased on a 5.12 acres of vacant land located north and northeast of the existing Middle and High School campuses.

   The Middle and High School campuses operate as follows:

   High School: 530 Students, 36 Staff
   Lunch: 45 minute period, 11 :45am-12: 15pm
   Recreation: There will be recreational activities for 1 hour periods, three a week (T,W,Th) during the last hour of the school day (ie., approximately 2:30pm-3:30pm). Activities will include both court and field sports such as basketball, touch football, soccer, etc. Approximately 213 of the students will participate in the outside activities.

   Middle School: 330 Students, 22 Staff
   Recess: 15 minute period, everyday, 11:00am -11:15am
   Lunch: 30 minute period, 1:00pm-1:30pm.
   Recreation: There will be recreational activities for 1 hour periods, four a week (M, T, Th, F), during the 45-minutes of the school day (ie., approximately 2:30pm-3:15pm). Activities will include both court and field sports such as basketball, touch football, soccer, etc. Approximately 213 of the students will participate in the outside activities.

At both the middle and the high school, small groups of students (< 10) will work outside on projects and other activities throughout the school day.

9. **DESCRIPTION OF PROJECT:** The proposed project will be accomplished in two Phases 5a (temporary campus) and Phase 5 (permanent campus). Phase 5a will consist of four modular classrooms for 96 students in grades K-2, which will open in the Fall of 2013. Phase 5 will be construction of the permanent school buildings, 87 parking spaces, and play facilities for 460 Pre-K to 5th grade students to begin operation in Fall of 2014. The project areas by phase are shown on the site plan (Figure 2a).

   High Tech Elementary North County (HTeNC), to be opened in the Fall of 2013. HTeNC will be a public charter elementary school operated by High Tech High Learning. Implementation of this Phase 5a will require that the sewer and water facilities for the permanent elementary school building to be installed during the summer of 2013. The elementary school will operate in the temporary facilities during the 2013/2014 school year, while the permanent school facility is being constructed. The phased opening of HTeNC will consist of four classrooms (two Kindergarten, one 1st grade, and one second grade) to serve a maximum of 96 total students in temporary modular units. Interior spaces will include classrooms and administrative offices. Outside spaces will include areas for recreation, drop-off and pick-up, and a parking lot.

   There will be a one-way loop road located around the perimeter of the site that will provide access to student and staff parking. A student drop-off/pick-up area will be located in the rear of the project site to the north of the permanent phase main school buildings. A loop road will provide counter-clockwise circulation along the northern, western, and southern boundaries of the site which connects to the main access road near San Marcos Boulevard.

   The development of the site will require land use entitlements to include a General Plan Amendment from Industrial (with requirement for a Specific Plan) to Public Institutional, and Rezone to modify the site designation and zoning from Industrial "I" to Public Institutional ("PI") as well as a Major Conditional Use Permit. The site comprises 4.05 acres on vacant parcel (Assessor Parcel Number 219-210-41) and 1.07 acres of a 10.95 acre parcel (Assessor Parcel Number 219-210-42). A component of project development is a boundary adjustment that would add the 1.07 acres to the acres project area as well as include the main driveway access to the HTHNC campus which serves all three campuses (Figure 2). Grading, landscape, and building permits will also be required for project development.

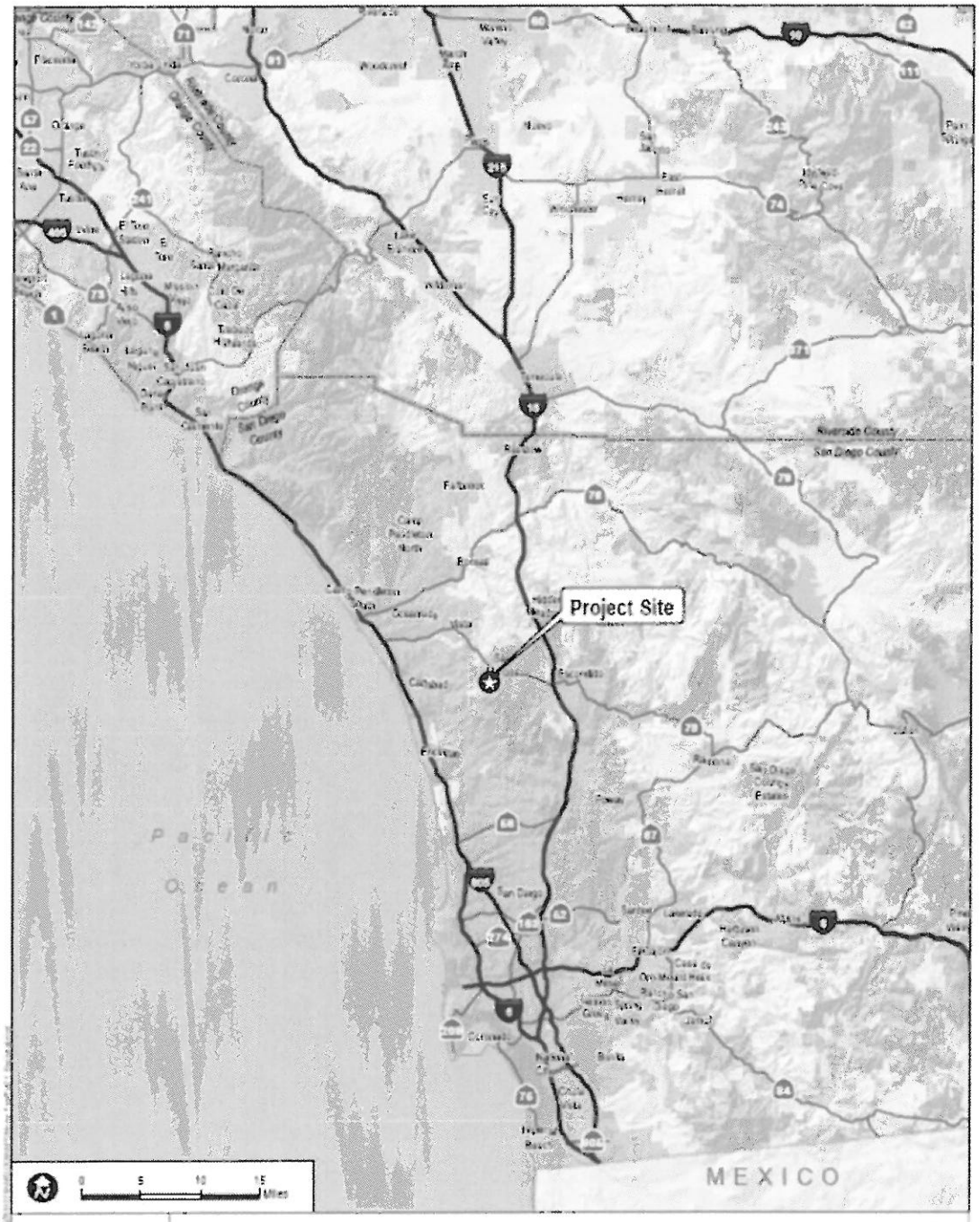
   Use of Temporary Facilities:

   HTeNC is expected to start at approximately 8:15am and end at approximately 2:45 pm.

   Outdoor activities of the Temporary Elementary school will be confined to the play area located within the Temporary Campus, which will be enclosed by a screened fence to separate it from the play areas of the older students and adjacent construction activities.

   Recess: 15 minute period everyday: 10:15am-10:30am
   Lunch: 30 minute period. 12:00pm-12:30pm

   Physical education – Each teacher will take their students out to the play area for a 30-minute physical education period each day. There will never more than one class outside at one time.

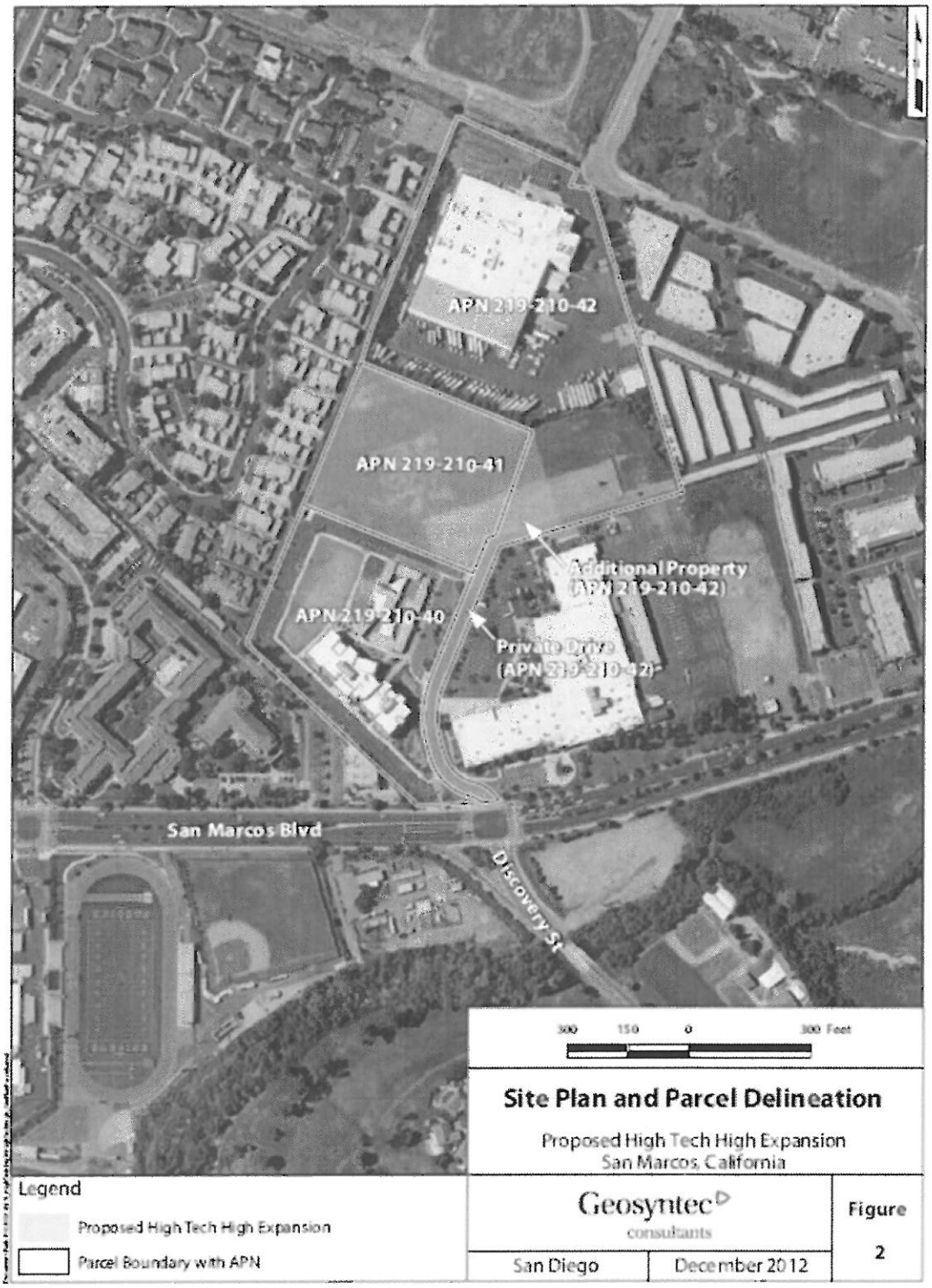


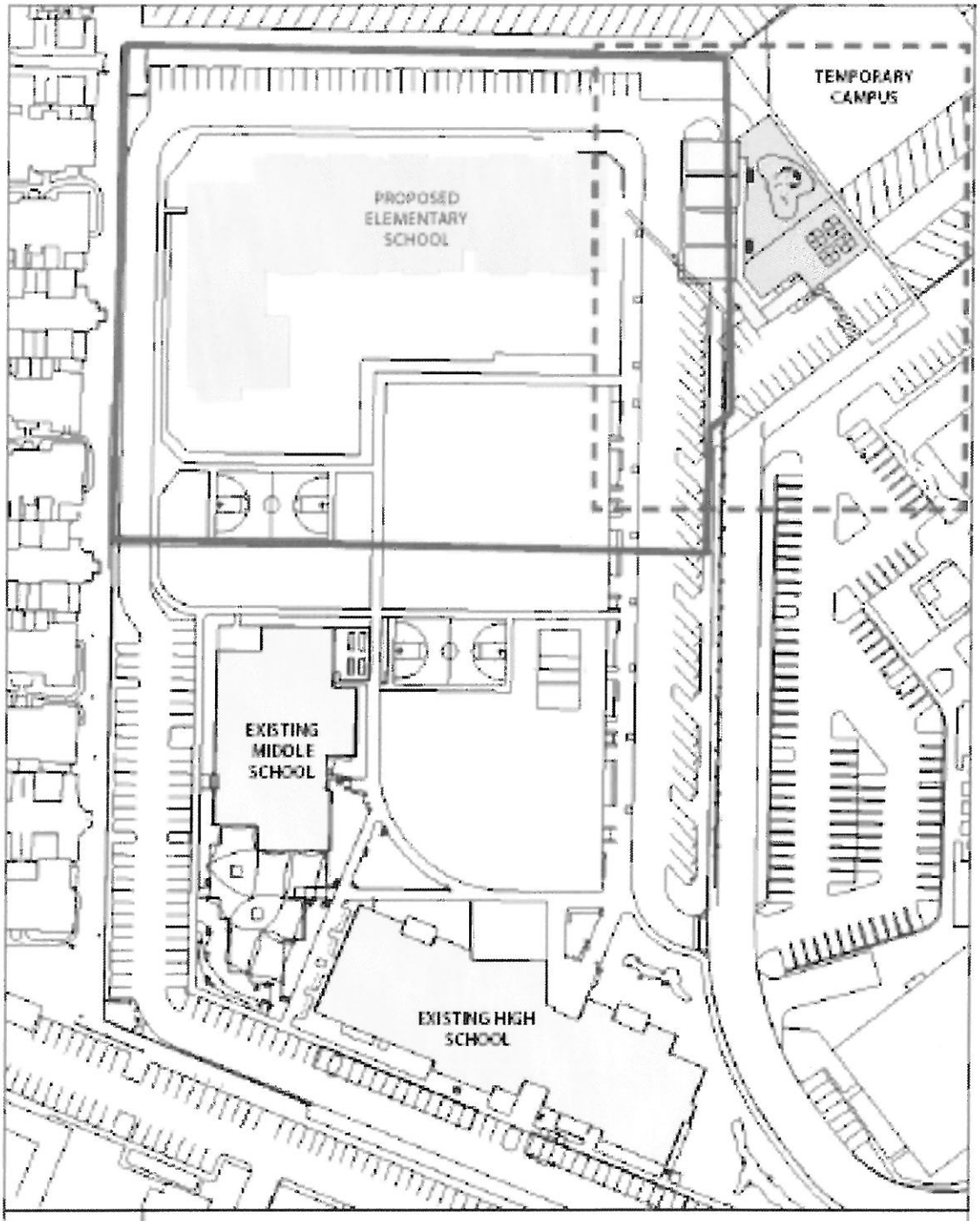
DUDEK

7831-01

FIGURE 1
Regional Location

High Tech Elementary North County Noise Assessment


APN 219-210-42
APN 219-210-41
APN 219-210-40
Additional Property
(APN 219-210-42)
Private Drive
(APN 219-210-42)
San Marcos Blvd
Discovery St
300 150 0 300 Feet
Site Plan and Parcel Delineation
Proposed High Tech High Expansion
San Marcos, California
Legend
Proposed High Tech High Expansion
Parcel Boundary with APN
Geosyntec consultants
San Diego
December 2012
Figure
2



DUDEK

SOURCE: STUBBS ARCHITECTS 2010

FIGURE 2a

Site Plan

7851-01

High Tech Elementary North County Noise Assessment

Use of Permanent Campus

Construction of the permanent facility is expected to be complete by Fall 2014 (Phase 5).

This phase of the proposed project consists of the development of a permanent school facility for High Tech Elementary North County (HTeNC), to be opened in the Fall of 2014. This Phase 5 will include the removal of the temporary campus (Phase 5a) and the construction of all required parking, play areas, drainage facilities and landscaping within the 5.12-acre project area. HTeNC will be a public charter elementary school operated by High Tech High. HTeNC will consist of 460 students and 29 employees in Pre-Kindergarten through 5" Grade in a one-story building. The Pre-K will have a maximum of 15 students (36+ months). First priority for enrollment in the Pre-K will be for children of HTH staff. Second priority for enrollment in the Pre-K will be for siblings of students enrolled in the HTH grades K-12. The design and appearance of the permanent elementary school shall be consistent and in harmony with the existing HTHNC campus buildings. As utilized in previous phases, the HTeNC building will incorporate many energy-saving features.

Interior spaces will include classrooms and administrative offices. Outside spaces will include a fenced area for play and recreation, including a separately fenced area for Pre-K, drop-off and pick-up, and parking for cars.

Use of Permanent HTeNC Facilities:

HTeNC is expected to start at approximately 8:15am and end at approximately 2:45 pm.

Outdoor Activities: Outdoor activities of the Elementary school will typically be confined to the K-5 Play Yard, which will be enclosed by a fence to separate it from the play areas of the older students.

Recess: Grades K-2: 15 minute period everyday, 10:15am-10:30am
Grades 3-5: 15 minute period everyday, 10:45am-11:00am
Lunch: Grades K-2: 30 minute period, 12:00pm -12:30pm
Grade 3-5: 30 minute period, 12:30pm-1:00pm

Physical Education: Each teacher takes their students out to the K-5 Play Yard for a 30-minute physical education period each day. There are never more than 2 classes outside at one time.

Pre-K: Maximum 15 Students (36+ months):
Outdoor activities of the Pre-K will be confined to the 1,125sf Pre-K Play Yard, which will be enclosed by a fence to separate it from the play areas of the older students. These students will be outside intermittently throughout the day.

Additional Project Information: In keeping with HTH's educational philosophy, the school facilities will be designed for maximum flexibility while maintaining a first class appearance. Outdoor facilities built as part of this Phase 5 will be consistent with those existing on the campus. No sports lighting, exterior bell or sound systems are proposed or anticipated.

10. SURROUNDING LAND USES AND SETTING:

The vacant project site consists of an approximately 5.12 acre disturbed property that is relatively flat and sparsely vegetated with an asphalt-paved parking lot in the portion of the southeast quadrant of the property. The site is bordered by the Markstein Distribution Company to the north and the existing HTH campus to the south. The site is access through the driveway that currently serves the charter high school and middle school from the existing signalized intersection of San Marcos Boulevard/Discovery Street. The site is surrounded on the southwest by a commercial office building and assisted living facilities, to the northwest by multi-family residential, and to the southeast by an industrial building currently known as the Discovery Business Park; however, in the past it was the BAE Systems building (also known as the GEC-Marconi Building). The site is located within the Business Industrial District within the City of San Marcos General Plan Figure 3 (Site Features map).

11. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g. PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):

None.

12. MITIGATION MEASURES:

CULTURAL RESOURCES

- Should cultural resources be encountered during construction of the project, all work in that area shall be halted and a qualified archaeologist shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, a recovery and catalog program shall be implemented.
- If buried paleontological resources are discovered during any construction operations associated with future development, all work in that area shall be halted or diverted until a qualified paleontologist can evaluate the nature and significance of the finds.
- Should tribal resources be encountered during construction of the project, all work in that area shall be halted and a qualified "Most Likely Descendent" (MLD) of the appropriate Tribe shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, an implementation plan shall be executed between the contractor and the MLD to agree upon the treatment of such Native American resources or human remains to immediately address the treatment of the resources.

GEOLOGY AND SOILS

- Implementation of the recommendations outlined in the preliminary geotechnical report (pages 8-23 of Appendix B).
- Prior to issuance of a grading permit, the project will be conditioned to provide a final geologic and soils study for the project. Said study shall give recommendations for cut and fills slopes and compaction of the site and shall be prepared by a registered Civil and/or Geotechnical Engineer and approved by the City's Engineering and Building Divisions. Implementation of this condition will ensure that there are no significant impacts to earth conditions or geologic substructures, increased soil erosion, or exposure of people or property from the project, and no geologic hazards are anticipated from the implementation of the proposed project.

- Upon completion of a grading plan, all proposed manufactured slopes shall comply with the recommendations of the soils study for adequacy by the geotechnical consultant to determine the requirements for terrace drains, surface drains, and slope landscaping/stabilization. Such measures shall be in accordance with acceptable grading ordinances.
- Erosion control and/or sediment control details shall be submitted with/on the grading plans to the City's Engineering Division for review and approval. The details shall conform to the City's standards, codes and ordinances. The details shall include landscaping and temporary irrigation systems on exposed slopes to be approved by the City's Engineering and Planning Divisions.

HYDROLOGY AND WATER QUALITY

- The proposed project shall include a storm water management scheme that uses integrated management practices (IMPs) to address low impact development (LID), water quality, hydromodification, and flood control.
- The project hydromodification shall be designed and implemented to discharge below the low flow threshold.

LAND USE AND PLANNING

- Obtain approval of a General Plan Amendment to change land use designation from Industrial (with a requirement of a Specific Plan for future industrial development) to Public Institutional.
- Obtain approval of a Rezone to change the Zone from Industrial (I) to Public Institutional (PI).
- Obtain approval of a Conditional Use Permit modification to allow the construction of the temporary and permanent elementary school campus.
- Obtain approval and recordation of a Boundary Adjustment between Assessor Parcel Number 219-210-41 and Assessor Parcel Number 219-210-42 prior to issuance of a building permit for Phase 5a construction.

NOISE

- The proposed masonry perimeter wall shall be constructed as early in the project as practicable.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.
- Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
- The on-site construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the City will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- Signs shall be posted at the project site identifying a contact name and phone number to register noise complaints during the construction operation.
- Construction of a minimum six foot high solid masonry wall along the western and northern property line. The design of the wall shall be approved by the Planning Division prior to installation.

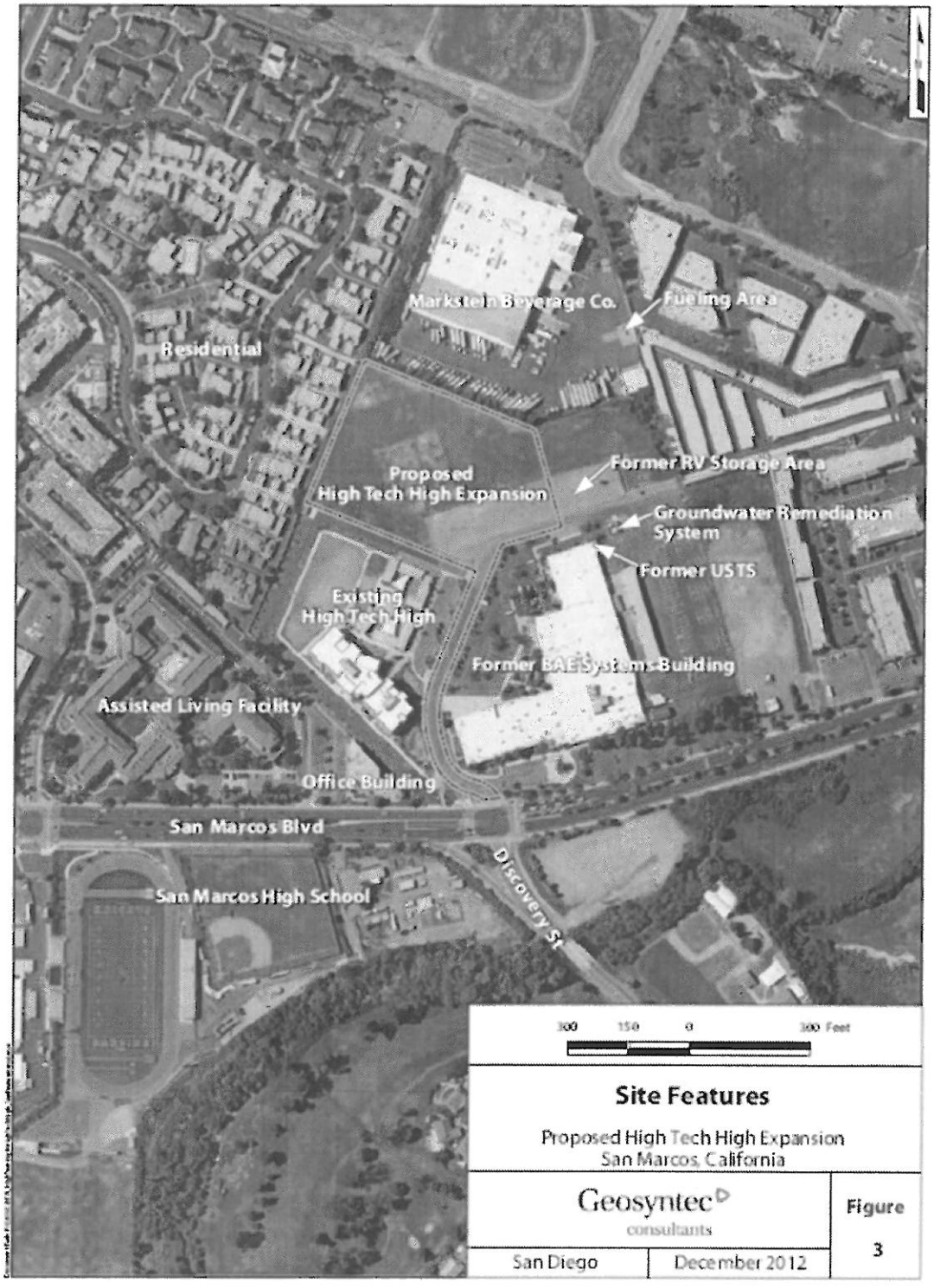
PUBLIC SERVICES

- Annex into the City of San Marcos Community Facilities District 2001-01 for fire protection services.
- Annex into City of San Marcos Community Facilities District 98-01 for police protection services.

- Annex into City of San Marcos Community Facilities District 98-02 for landscaping, lighting, and habitat/open space maintenance.
- Payment of school fees in accordance with State Law.

TRANSPORTATION/TRAFFIC

- Prior to issuance of a grading permit, the applicant/developer shall pay a fair-share contribution towards the intersection improvements of San Marcos Boulevard/Rancho Santa Fe Road and San Marcos Boulevard/Las Posas Road.
- Applicant shall: (1) restripe the northbound and southbound approaches to provide two dedicated left turns and a shared thru/right turn lane; (2) A change to signal phasing at the northbound and southbound approaches from split phasing to protected phasing, and (3) Alignment of the thru lanes and redesign of the intersection layout.



Site Features

Proposed High Tech High Expansion
San Marcos, California

Geosyntec consultants

San Diego | December 2012

Figure 3

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:
On the basis of this initial evaluation:

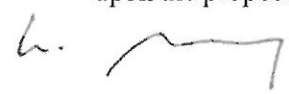
□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

□ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all 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.



Signature

May 13, 2013
Date

Karen Brindley/Principal Planner
Printed Name/Title

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

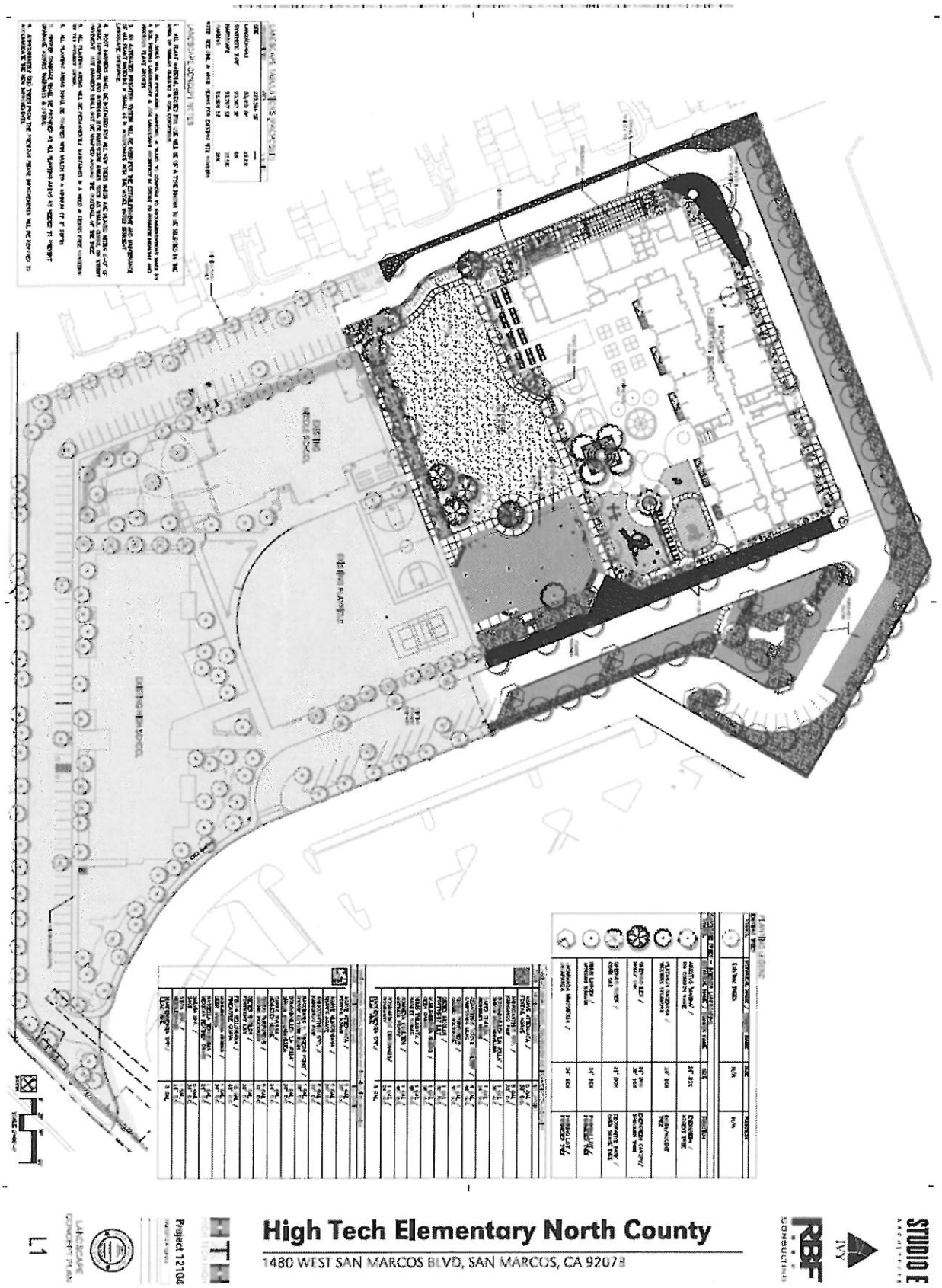
	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
I. **AESTHETICS** -- *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	□	□	□	■
b) Substantially damage scenic resources, including, but not limited to,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

a-d. The project site is not located within a scenic vista and does not contain rock outcroppings or historic buildings with a scenic highway.

The proposed temporary and permanent High Tech Elementary North County School campus will consist of one-story elementary school building, recreational areas, outdoor lunch eating area, and a parking lot constructed on a vacant site adjacent to the existing High Tech High Middle and High School campus. The site is surrounded by existing industrial development to the northeast and to the east; by assisted living facilities to the west; and multi-family condominiums to northwest.

The multi-family condominiums to the northwest would have the most potential visual impact from the proposed project. There are limited windows from the condominium complex that face toward the site along the second story east elevations. The project will include the construction of a minimum six foot high wall along the western and new northern property lines along with vines to soften the wall and screen school activities from the adjacent condominiums and existing industrial distributor business to the north. The views above the fence line would not expose a significant change in the type of community character and visual activity that is occurring at the existing High Tech High Middle and High School campuses. In addition, the overall landscaping that will be provided on site as demonstrated in the landscape plan (Figure 4 below) will provide screening of the development area from surrounding land uses, especially with the planting of 24" box trees along the northerly and easterly property lines.

Figure 4


High Tech Elementary North County
1480 WEST SAN MARCOS BLVD, SAN MARCOS, CA 92078
Project 12104
L1
STUDIO E
RBF
IVY

The proposed project will not substantially degrade the existing visual character of the site nor obstruct a scenic vista or substantially damage scenic resources because as this site is not located within a scenic highway or scenic vista. Therefore, the proposed project will not significantly impact aesthetics. Given the incorporation of a block wall and landscaping along the western property line adjacent to the condominium complex to the west, the project will result in a less than significant visual impact to the most potentially affected uses to the west, and no mitigation is required.

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

of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	□	□	□	■

a-e. The proposed project will have no impacts regarding Agricultural Resources, as the site is not designated agricultural land or located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

a-e. The proposed project as described in the project description section above will involve the construction of a High Tech Elementary North County school campus in two phases, a temporary campus and then a permanent campus. The project site is located in the San Diego Air Basin (SDAB). An Air Quality analysis has been prepared by Scientific Resources Associated (Appendix A) to evaluate the potential air quality impacts of the project based upon the proposed building construction and traffic trips generated in the context of the regulatory framework, and is discussed below.

The air quality evaluation addresses the potential for air quality impacts during construction and after full buildout of the project. The methodology for preparing the impact analysis involved identifying existing conditions, including background ambient air quality levels. To gauge the potential significance of air quality impacts associated with the proposed project, emissions associated with both construction and operation of the proposed project were estimated and compared with applicable air quality significance thresholds. Emissions attributable to both construction activities and project operation were calculated using the CalEEMod model.

Existing Condition

The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. Figure 1 of Appendix A provides a graphic representation of the prevailing winds in the project vicinity, as measured at the San Diego Air Pollution Control District's (APCD's) Escondido Monitoring Station (the closest meteorological monitoring station to the site). The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

The climate of the San Marcos area is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Most of the annual rainfall occurs in the winter while summers are often completely dry. An average of 13.10 inches of rain falls each year, mainly occurring from mid-November to early April. The average maximum temperature is 74 degrees F, while the average minimum temperature is 51.9 degrees F (WRCC 2012).

The same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted by the climate. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. High smog levels in coastal communities occasionally occur when polluted air from the South Coast (Los Angeles) Air Basin drifts seaward and southward at night, and then blows onshore the next day. Such weather patterns are particularly frustrating because no matter what San Diego County does to achieve clean air, such inter basin transport will cause occasionally unhealthy air over much of the County despite its best air pollution control efforts.

Background Air Quality

The APCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standard (CAAQS) and the National Ambient Air Quality Standard (NAAQS). The nearest ambient monitoring station to the project site is the Escondido monitoring station. The Escondido monitoring station measures CO, O_3, PM_{10}, $PM_{2.5}$, and NO_2. The nearest monitoring station in San Diego County that measures SO_2 is the downtown San Diego monitoring station.

The Escondido monitoring station has recorded exceedance of the federal and state 8-hour standards during the period from 2009 through 2011. The Escondido monitoring station regularly measures exceedances of the state PM_{10} and $PM_{2.5}$ standards. The data from the monitoring stations indicate that air quality is in attainment of all other ambient air quality standards.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NOx) and volatile organic compounds (VOCs), project emissions may be evaluated based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. Since APCD does not have AQIA thresholds for emissions of VOCs, the use of the threshold for VOCs from the City of San Diego's Significance Thresholds (City of San Diego 2007) is appropriate. The screening thresholds are included in the table below.

Table 3
SCREENING-LEVEL CRITERIA FOR AIR QUALITY IMPACTS

Pollutant	Total Emissions		
Construction Emissions			
	Lb. per Day		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)	100		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC_s)[1]	137		
Operational Emissions			
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	100	15
Oxides of Nitrogen (NOx)	25	250	40
Oxides of Sulfur (SOx)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)[2]	---	137	15

The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria.

The CalEEMod Model was used to calculate emissions associated with construction of the HTeNC Project. The model was run for the two phases of construction – Phase 5a and Phase 5.

Phase 5a involves the construction of the temporary elementary school facilities, along with site preparation activities for the permanent school. Phase 5 involves construction of the permanent school buildings and associated paving and architectural coatings use.

Table 4 presents the CalEEMod model results for Phases 5a and 5. Construction projects within the City of San Marcos would be required to implement fugitive dust control measures during grading, which would include watering the site a minimum of twice daily to control dust, as well as reducing speeds on unpaved surfaces to 15 mph or less, replacing ground cover in disturbed areas quickly, and reducing dust during loading/unloading of dirt and other materials. Also, projects would utilize low-VOC paints that would not exceed 100 grams of VOC per liter for interior surface and 150 grams of VOC per liter for exterior surfaces, in accordance with the requirements of APCD Rule 67.0 for architectural coatings. The table presents an estimate of the maximum daily construction emissions, assuming that these construction project design features will be employed.

Table 4
Construction Emissions
HTeNC Project

Construction Project Phase	VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Phase 5a						
Site Grading Preparation						
Fugitive Dust	-	-	-	-	2.37	1.29
Off-Road Diesel	6.36	48.81	31.00	0.05	2.73	2.73
Worker Trips	0.09	0.10	1.02	0.00	0.20	0.01
Total	**6.45**	**48.91**	**32.02**	**0.05**	**5.30**	**4.03**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
Building Construction Off-Road Diesel	4.44	27.71	21.39	0.03	2.04	2.04
Building Construction Vendor Trips	0.01	0.17	0.10	0.00	0.01	0.01
Building Construction Worker Trips	0.02	0.02	0.20	0.00	0.04	0.00
Total	**4.47**	**27.90**	**21.69**	**0.03**	**2.09**	**2.05**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Paving						
Asphalt Offgassing	0.00	-	-	-	-	-
Paving Off-Road Diesel	5.53	33.81	20.89	0.03	2.93	2.93
Paving Worker Trips	0.09	0.10	1.02	0.00	0.20	0.01
Total	**5.62**	**33.91**	**21.91**	**0.03**	**3.13**	**2.94**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coatings Use						
Architectural Coating Offgassing	3.80	-	-	-	-	-
Off-Road Diesel	0.49	2.96	1.94	0.00	0.27	0.27
Architectural Coatings Worker Trips	0.01	0.01	0.07	0.00	0.01	0.01
Total	**4.30**	**2.97**	**2.01**	**0.00**	**0.28**	**0.28**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Simultaneous Construction Emissions[1]	**14.38**	**64.78**	**45.61**	**0.07**	**5.51**	**5.25**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[1]Maximum simultaneous emissions for all pollutants except PM_{10} and $PM_{2.5}$ occur during simultaneous building construction, paving, and architectural coatings application. Maximum simultaneous emissions of PM_{10} and $PM_{2.5}$ occur during site grading preparation activities.

Table 4 (continued)
Construction Emissions
HTeNC Project

Construction Project/Phase	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 5						
Site Grading Preparation						
Fugitive Dust	-	-	-	-	2.40	1.29
Off-Road Diesel	6.36	48.81	31.00	0.05	2.73	2.73
Worker Trips	0.09	0.10	1.02	0.00	0.20	0.01
Total	**6.45**	**48.91**	**32.02**	**0.05**	**5.33**	**4.03**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
Building Construction Off-Road Diesel	5.17	34.66	23.45	0.04	2.28	2.28
Building Construction Vendor Trips	0.09	1.02	0.59	0.00	0.09	0.03
Building Construction Worker Trips	0.10	0.11	1.09	0.00	0.22	0.01
Total	**5.36**	**35.79**	**25.03**	**0.04**	**2.59**	**2.32**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Paving						
Asphalt Offgassing	0.00	-	-	-	-	-
Paving Off-Road Diesel	5.20	32.09	20.70	0.03	2.74	2.74
Paving Worker Trips	0.08	0.09	0.94	0.00	0.20	0.01
Total	**5.28**	**32.18**	**21.64**	**0.03**	**2.94**	**2.75**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coatings Use						
Architectural Coating Offgassing	6.16				-	-
Off-Road Diesel	0.45	2.77	1.92	0.00	0.24	0.24
Architectural Coatings Worker Trips	0.02	0.02	0.19	0.00	0.04	0.00
Total	**6.63**	**2.79**	**2.01**	**0.00**	**0.28**	**0.24**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Simultaneous Construction Emissions[1]	**16.82**	**68.09**	**48.49**	**0.08**	**5.55**	**5.06**
Significance Threshold	137	250	550	250	100	100
Above Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[1]Maximum simultaneous emissions for all pollutants occur during simultaneous building construction, paving, and architectural coatings application.

As shown in Table 4, emissions of all criteria pollutants would be below the significance thresholds for both construction scenarios.

Construction projects within the City of San Marcos would be required to implement fugitive dust control measures during grading, which would include watering the site a minimum of twice daily to control dust, as well as reducing speeds on unpaved surfaces to 15 mph or less, replacing ground cover in disturbed areas quickly, and reducing dust during loading/unloading of dirt and other materials. Also, projects would utilize low-VOC paints that would not exceed 100 grams of VOC per liter for interior surface and 150 grams of VOC per liter for exterior surfaces, in accordance with the requirements of APCD Rule 67.0 for architectural coatings. The table presents an estimate of the maximum daily construction emissions, assuming that these construction project design features will be employed. Emissions are less than the significance thresholds for all pollutants.

Operational emissions would include emissions associated with retail operations, including energy use and landscaping, and with vehicle traffic. As discussed in Section 4.0 of Appendix A, the impacts associated with operations would be less than significant. The project would therefore not result in a significant direct or cumulative impact on the ambient air quality, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	□	□	□	■
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	□	□	□	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	□	□	□	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	□	□	□	■

a-f. The 5.12 acre site has been previously been cleared and is mapped as Urban/Developed within the City of San Marcos General Plan. The proposed project development of a temporary (Phase 5a) and then a permanent (Phase 5) permanent elementary school campus, will not cause an impact to sensitive biological habitats. Therefore, the proposed project will not result in the alteration or diversity of plant or animal species, number of endangered species, or introduce new species of plants or habitat. Further, as such, the project will not conflict with any local plan, policy, or regulations governing and protecting habitat in the project area.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would *the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	□	□	□	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	□	■	□	□
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic features?	□	■	□	□
d) Disturb any human remains, including those interred outside of formal cemeteries?	□	■	□	□

a-b. The existing vacant site has been previously disturbed and identified in the General Plan Vegetation Map as Urban/Developed. Archaeological resources are not known to occur within the project site boundaries. Therefore, the likelihood of encountering archaeological resources at the project site is low. However, there is potential, as with any project involving grading activities, to uncover unknown subsurface cultural resources. This said, should cultural resources be encountered during construction of the project, all work in that area shall be halted and a qualified archaeologist shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, a recovery and catalog program shall be implemented.

c. Paleontological resources are unknown to occur within the project site boundaries. Due to previous disturbance at the project site, is unlikely any such resources would be discovered during project construction. However, as standard policy, it is recommended that if buried paleontological resources are discovered during any construction operations associated with future development, all work in that area shall be halted or diverted until a qualified paleontologist can evaluate the nature and significance of the finds.

d. Given the low likelihood of encountering archeological and paleontological resources at the project site, it is also probably a low likelihood of encountering tribal resources during grading. The HTHNC proposal includes a General Plan Amendment and Rezone to implement the project. As such, pursuant to Government Code Section 65352.3, the City in behalf of the project applicant, shall provide notification to the Native American Tribes with tribal lands in the project area to solicit consultation by any interested Tribes during the project process, and prior to final project action. The Tribal Notification will allow for the provision of additional research data from interested Tribes to assist in the assessment of likelihood for the discovery of tribal resources during project grading. However, there is potential, as with any project involving grading activities, to uncover unknown subsurface tribal resources. This said, should tribal resources be encountered during construction of the project, all work in that area shall be halted and a qualified "Most Likely Descendent" (MLD) of the appropriate Tribe shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, an implementation

plan shall be executed between the contractor and the MLD to agree upon the treatment of such Native American resources or human remains to immediately address the treatment of the resources to then allow the continuation of project construction.

Therefore, the proposed project will not significantly impact historic or cultural resources, including human remain and/or tribal resources.

Mitigation Measures:

- Should cultural resources be encountered during construction of the project, all work in that area shall be halted and a qualified archaeologist shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, a recovery and catalog program shall be implemented.
- If buried paleontological resources are discovered during any construction operations associated with future development, all work in that area shall be halted or diverted until a qualified paleontologist can evaluate the nature and significance of the finds.
- Should tribal resources be encountered during construction of the project, all work in that area shall be halted and a qualified "Most Likely Descendent" (MLD) of the appropriate Tribe shall be summoned and shall have the authority to halt and redirect construction until the significance of the find can be determined. Should the resource be determined significant, an implementation plan shall be executed between the contractor and the MLD to agree upon the treatment of such Native American resources or human remains to immediately address the treatment of the resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would *the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	□	□	■	□
ii) Strong seismic ground shaking?	□	□	■	□
iii) Seismic-related ground failure, including liquefaction?	□	□	■	□
iv) Landslides?	□	□	■	□
b) Result in substantial soil erosion or the loss of topsoil?	□	■	□	□
c) Be located on a geologic unit or soil that is unstable,				

or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	□	■	□	□
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	□	■	□	□
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	□	□	□	■

a-e. The site has been previously disturbed and is mildly sloped with sheet-flow drainage occurring in a south to east orientation, toward San Marcos Boulevard. Site elevations vary from 544 feet Mean Sea Level (MSL along the westerly boundary) to 523 feet MSL along the northwesterly corner. It is anticipated there will be grading associated with the proposed project to prepare the site for the construction of the permanent campus, which includes a one-story elementary school building, playground areas for the K-5 and Pre-K students, lunch area, and parking lot areas. Geocon Incorporated prepared an updated Geotechnical Investigation for the proposed project (Appendix B), dated December 21, 2012). Soils found at the site include undocumented fill blanketing the site and Eocene-age Santiago Formational materials below the fill. Due to undocumented fill and expansive soils at the site, remedial grading will result in removals and fill replacement to depths of approximately 2 to 5 feet.

There were no seeps, springs, or groundwater conditions observed on site; therefore, groundwater is not anticipated to adversely impact development of the site. There are no active faults or potentially active faults known to exist on the site. The Rose Canyon Fault is the nearest active fault, which is approximately ten miles west of the site. The site could be subject to moderate to severe ground shaking in the event of a major earthquake on any of nearby the faults, which would be comparable to effects on the surrounding area. As such, all structures for the site should be constructed in accordance with current State of California Building seismic codes. The potential for liquefaction at this location is considered very low due to the lack of permanent near-surface groundwater and soil conditions of the site.

The report concludes that no soil or geologic conditions would preclude the development of the property with a elementary school campus as described above, provided that the recommendations stated on pages 7-23 of the report attached as Appendix "B" of this document are followed. Prior to issuance of a grading permit, the project will be conditioned to provide a final geologic and soils study for the project. Said study shall give recommendations for cut and fills slopes and compaction of the site and shall be prepared by a registered Civil and/or Geotechnical Engineer and approved by the City's Engineering and Building Divisions. Implementation of this condition will ensure that there are no significant impacts to earth conditions or geologic substructures, increased soil erosion, or exposure of people or property from the project, and no geologic hazards are anticipated from the implementation of the proposed project.

Adherence to these excavation, grading, and foundation recommendations contained within Appendix B along with the provision of a final geologic and soils study for the project containing said recommendations that shall be prepared by a registered Civil and/or Geotechnical Engineer, and approved by the City's Engineering and Building Divisions. This adherence will serve to mitigate the potential for any project soils impacts to a level below significant. Therefore, no significant impacts to earth conditions or geologic substructures, increased soil erosion, or the exposure of people or property to geologic hazards are anticipated as a result of the proposed project.

The site will be served by public sewer system via the Vallecitos Water District (VWD) and therefore will not have any soils impacts on the use of septic tanks or alternative waste water disposal systems.

Mitigation Measures:

- Implementation of the recommendations outlined in the preliminary geotechnical report (pages 8-23 of Appendix B).
- Prior to issuance of a grading permit, the project will be conditioned to provide a final geologic and soils study for the project. Said study shall give recommendations for cut and fills slopes and compaction of the site and shall be prepared by a registered Civil and/or Geotechnical Engineer and approved by the City's Engineering and Building Divisions. Implementation of this condition will ensure that there are no significant impacts to earth conditions or geologic substructures, increased soil erosion, or exposure of people or property from the project, and no geologic hazards are anticipated from the implementation of the proposed project.
- Upon completion of a grading plan, all proposed manufactured slopes shall comply with the recommendations of the soils study for adequacy by the geotechnical consultant to determine the requirements for terrace drains, surface drains, and slope landscaping/stabilization. Such measures shall be in accordance with acceptable grading ordinances.
- Erosion control and/or sediment control details shall be submitted with/on the grading plans to the City's Engineering Division for review and approval. The details shall conform to the City's standards, codes and ordinances. The details shall include landscaping and temporary irrigation systems on exposed slopes to be approved by the City's Engineering and Planning Divisions.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS -- Would *the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

a-b. The proposed project as described in the project description section above will involve the construction of a High Tech Elementary North County school campus in two phases, a temporary campus phase (Phase 5a), and then a permanent campus phase (Phase 5). A Greenhouse Gas Emissions (GHG) analysis has been prepared by Scientific Resources Associated (Appendix C) to addresses construction impacts and impacts associated with school operations, including energy use, water use, and vehicle trips that will be generated by the school.

Existing Condition

The existing site for the HTeNC is undeveloped. The majority of carbon within the site is currently stored in the soil. Soil carbon accumulates from inputs of plant and animal matter, roots, and other living components of the soil ecosystem (e.g., bacteria, worms, etc.). Soil carbon is lost through biological respiration, erosion, and other forms of disturbance. Overall, soil carbon moves more slowly through the carbon cycle, and it offers greater potential for long-term carbon storage. Field observations suggest that urban soils can sequester relatively large amounts of carbon. Observations from across the United States suggest that warmer and drier climates (such as southern California) may have slightly higher soil organic matter levels when compared to equivalent areas before development.

Climate Change Significance Criteria

The requirements of State of California Assembly Bill 32 to address Global Climate Change (GCC) under CEQA address the potential cumulative impacts that a project's GHG emissions could have on GCC. Since GCC is a global phenomenon, no direct impact would be identified for an individual land development project. As discussed in Section 15064.4 of the CEQA Regulations, the determination of the significance of greenhouse gas emissions calls for a 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.

Given this criteria, GHG emissions associated with the HTeNC were estimated separately for five categories of emissions that would address construction and operations: (1) construction; (2) energy use, including electricity and natural gas usage; (3) water consumption; (4) transportation; and (5) solid waste handling. The analysis includes a baseline estimate assuming Title 24-compliant buildings as of 2008, which is considered business as usual for the Project. Emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol (GRP) (CCAP 2009). This inventory presents emissions based on "business as usual" assumptions, which do not take into account improvements that will be realized through implementation of state and federal regulations designed to reduce GHG emissions. Accordingly, the analysis presents a conservative estimate of emissions. GHG emissions under "business as usual" conditions are summarized in Table 4. As shown in Table 4, emissions are below the screening-level threshold of 900 metric tons of CO_2e annually, even under "business as usual" conditions. They would therefore not result in a significant impact on global climate change.

Table 4 SUMMARY OF ESTIMATED OPERATIONAL GREENHOUSE GAS EMISSIONS BUSINESS AS USUAL SCENARIO				
Emission Source	**Annual Emissions (Metric tons/year)**			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Energy Use Emissions	13	-	-	13
Water Consumption Emissions	1	-	-	1
Solid Waste Handling	17	1	-	38
Vehicle Emissions	553	0.03	-	554
Amortized Construction Emissions	27	-	-	27
Total	**611**	**1.03**	-	**633**
Global Warming Potential Factor	**1**	**21**	**310**	
CO_2 Equivalent Emissions	611	21	-	633
TOTAL CO_2 Equivalent Emissions	**633**			

The report concluded that emissions of GHGs would result in a net increase in emissions from construction and operations for the HTeNC Project. Taking into account the state and federal programs designed to improve vehicle fuel efficiency, the amortized construction emissions plus vehicle emissions would be below the CAPCOA screening-level threshold of 900 metric tons of CO2e emissions. The project would therefore not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, nor would it conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases above the current General Plan buildout. Global climate change impacts are less than significant and therefore no mitigation is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would *the project:*

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	□	□	□	■
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	□	□	■	□
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	□	■
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within				

two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	■	□
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	□	□	□	■

a-h. A Phase I (Appendix D) was prepared for the proposed project to identify, to the extent feasible, "Recognized Environmental Conditions" (RECs) at the Site as the "REC" term is defined by ASTM E 1527-05. This REC definition eliminates from consideration several conditions that could fall under the general definition of "environmental issues" and focuses on known or potential releases of hazardous substances and petroleum products. In addition to this general limitation, specific conditions that were not considered to be within the scope of this Phase I ESA are identified in Appendix D. Geosyntec understands this Phase I ESA was prepared to help identify potential environmental liabilities associated with the Site.

Until 2001 the Site was part of a larger property that included the former BAE Systems facility currently located at 1370 San Marcos Boulevard (an adjoining property at the time of this assessment). Available information identified by Environmental Data Resources (EDR) in the databases searched indicated there are documented soil and groundwater impacts on the 1370 San Marcos Boulevard property which occurred during the period when that property included the Site. Therefore, it is possible that historical activities associated with the 1370 San Marcos Boulevard property resulted in adverse environmental impacts to the Site. EDR identified two adjoining properties, and more than 10 properties within ½-mile of the Site with at least one documented Leaking Underground Storage Tank (LUST) case, some of which are located hydraulically upgradient of the Site. EDR also identified the adjoining High Tech High campus in the San Diego County Hazardous Materials Management Division (HMMD) database on the orphan summary list. However, details pertaining to this listing were not included in the EDR database search report. Based on the presence of shallow groundwater in the Site vicinity, and documented groundwater impacts at many of the LUST properties identified by EDR, the potential does exists for adverse impacts to the site. Appendix D evaluates this potential.

The Phase I Environmental Site Assessment was performed in conformance with the scope and limitations of ASTM Practice E 1527-05 of the Site which encompasses an approximately 5.12-acre property located adjacent to the existing High Tech High campus located at 1420 W. San Marcos Boulevard in San Marcos, County of San Diego, California, the property. Any exceptions to, or deletions from, this practice are described in Section 8.3 Data Gaps of Appendix D. This assessment has revealed no evidence of recognized environmental conditions in connection with the property, except for a soil vapor survey conducted in 2007 on the adjoining High Tech High property indicated the presence of relatively low concentrations of VOCs in soil vapor samples. The detected constituents were below residential CHHSLs and believed to be attributable to historical manufacturing activities at the adjoining facility at 1370 San Marcos Boulevard. Subsurface impacts associated with the adjoining facility have been adequately assessed to the satisfaction of the regulatory agencies, and remedial activities have continued since the previous soil vapor survey. Therefore, it is likely that concentrations of constituents previously detected have further attenuated and would not adversely affect the proposed project.

The project will not create a significant hazard to the public or environment because it does not propose the routing storage, use, transport, emission, or disposal of Hazardous Substances. The project will not contain, handle, or store any potential sources of chemicals or compounds on a routine basis that would present a significant risk of accidental explosion or release of hazardous substances into the environment or to the existing San Marcos High School located within one-quarter mile of this proposed, High Tech High Middle and High School campuses located directly south of the proposed site, as well as to the High Tech High North County Elementary school campus.

The project is located within a Comprehensive Land Use Plan for airports, or within two miles of a public airport or within one mile of a private airstrip. The height of the proposed buildings are one story and will not conflict with any existing air flight zone. Therefore, the proposed project will not constitute a safety hazard for people residing or working in the project area.

No significant impacts to emergency response plans are anticipated as a result of the proposed Elementary School campus accommodating up to 460 students. The proposed land use is a elementary school campus and is not expected to generate hazardous materials from this location. Adequate emergency response capability is available. San Marcos Fire Station No. 2 is located within one and one-half mile of the site. The site will be designed to the access requirements for on-site circulation of the San Marcos Fire Department and will include the installation of fire hydrants on site. The project will be required to comply with the City of San Marcos Fire District requirements. With the exception of the rough graded vacant site located to the northeast, the subject site is surrounded by urbanized development and there are no adjacent wildland areas. The proposed project is not anticipated to expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires.

The proposed project includes two proposed detention basin to treat and detain storm water runoff. The basins will most likely provide some storm water detention to moderate peak flows. Exposure to vectors will be minimal. Therefore, the proposed project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, or create a cumulatively considerable impact, and therefore no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

IX. HYDROLOGY AND WATER QUALITY -- *Would the project:*

a) Violate any water quality standards or waste discharge requirements?	□	□	■	□
b) Have a potentially significant adverse impact on groundwater quality or cause or contribute to an exceedance of applicable groundwater receiving water quality objectives or degradation of beneficial uses?	□	□	□	■
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	□	■
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site (e.g. downstream)?	□	□	□	■
e) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	□	□	■	□
f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on-or off-site?	□	□	■	□
g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	□	□	■	□
h) Result in increased impervious surfaces and associated increased runoff?	□	■	□	□
i) Result in significant alteration of receiving water quality during or following construction?	□	■	□	□

j) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	□	■	□	□
k) Be tributary to an already impaired water body as listed on the Clean Water Act Section 303(d) list. If so, can it result in an increase in any pollutant for which the water body is already impaired?	□	■	□	□
l) Be tributary to environmentally sensitive areas (e.g. MSCP, RARE, Areas of Special Biological Significance, etc.)? If so, can it exacerbate already existing sensitive conditions?	□	□	■	□
m) Have a potentially significant environmental impact on surface water quality, to either marine, fresh or wetland waters?	□	□	■	□
n) Otherwise substantially degrade water quality?	□	■	□	□
o) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	□	■
p) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	□	□	□	■
q) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	□	■
r) Inundation by seiche, tsunami, or mudflow?	□	□	□	■

a-r. The project site is comprised of approximately 47-percent Las Flores loamy fine sand (LeC) and 53-percent Placentia sandy loam (PfA), both of which are hydrologic soil type D.

The Federal Emergency Management Agency (FEMA) has not mapped any special flood hazards throughout the site. The project site is located within unshaded Zone X, which correlates with areas outside the 500-year event.

A Hydrology and Hydraulics Report (Appendix E) was prepared for the project to analyze the project drainage before and after project development in order to evaluate the pre and post construction drainage patterns and volumes, and to address the treatment of this drainage before it leaves the project site. There is currently no storm water infrastructure at the project site. Runoff sheet flows northwesterly, eventually finding its way to an existing natural limed tributary to Lake San Marcos.

The proposed project will include a storm water management scheme that uses integrated management practices (IMPs) to address low impact development (LID), water quality, hydromodification, and flood control. The IMP's implement the principles of LID by disconnecting impervious surfaces and mimicking natural terrain features. Hydromodification mitigation will be provided via the bioretention areas and permeable pavement sections. Flood control will be achieved via flow retention throughout the bioretention and permeable pavement areas.

The proposed improvements will direct sheet flow runoff throughout the site to multiple bioretention and permeable pavement areas (parking stalls). All bioretention basins and permeasble pavement areas will be fitted with perforated sub drains which will drain to a proposed pump. The pump will discharge to the drive aisle located in the southeasterly corner of the project site with a discharge rate below the low flow threshold.

Five Drainage Management Areas (DMAs) have been established based upon the proposed grading plan. The DMAs are labeled A through E on the Site Map and described in Hydrology and Hydraulic Report (Appendix E) prepared for the project proposal.

To determine the impact of hydromodification and to provide a design that fully mitigates potential hydromodification, water quality, and flood control impacts, calculations were performed using acceptable practices outlined in Appendix E. The project site has been modeled with one Point of Compliance (POC) within the San Diego Hydrology Model based upon all of the DMAs draining to the proposed pump. The pump will be sized to discharge below the low flow threshold. By discharging below the low flow threshold, the proposed project will mitigate potential hydromodification impacts. As outlined in Appendix E, the post-construction runoff in Cubic Feet per Second (cfs) from the site will be less than the pre-construction CFS given that the runoff will be handled by the project bioretention and permeable pavement areas.

Runoff from impervious surfaces created by the project will be directed to the permeable pavement parking stalls. Any flow that is not filtrated through the permeable pavement will flow to an adjacent bioretention basin via either a vegetated swale or a curb cut.

The proposed project includes volume based BMPs. The required treatment value and provided volume (via permeable and/or biotention basins) have been determined for each DMA. In all cases, the provided volume exceeds the required volume. All runoff within each DMA will drain to either permeable pavement, bioretention, or both.

Through the implementation of multiple IMP's, the project will mitigate all storm water compliance requirements. All project site runoff will drain to permeable pavement, vegetated swales, bioretention areas, or combined thereof. Flood control mitigation will be provided via storage volumes within the permeable pavement and bioretention basins. Hydromodification mitigation has been modeled within SDHM and "passess." The volume based upon BMPs provided adequate volume for treatment of the 85^{th} percentile for each respective DMA.

Drainage from all DMAs is discharged from the site via a proposed pump. The pump will discharge at a rate less than the low flow threshold, as determined within the SDHM analysis. By discharging below the low flow threshold, the project site will not adversely impact the receiving waters.

Mitigation Measures:

- The proposed project shall include a storm water management scheme that uses integrated management practices (IMPs) to address low impact development (LID), water quality, hydromodification, and flood control.
- The project hydromodifiation shall be designed and implemented to discharge below the low flow threshold.

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

a-c. The site is bordered by the Markstein Distribution Company to the north and the existing HTH campus to the south. The site is access through the driveway that currently serves the charter high school and middle school from the existing signalized intersection of San Marcos Boulevard/Discovery Street. The site is surrounded on the southwest by a commercial office building and assisted living facilities, to the northwest by multi-family residential, and to the southeast by an industrial building currently known as the Discovery Business Park; however, in the past it was the BAE Systems building (also known as the GEC-Marconi Building). The site is located within the Business Industrial District within the City of San Marcos General Plan. The proposed project is infill development directly adjacent to the existing High Tech High Middle and High School campuses. The project will expand the existing campuses on the north site of the existing San Marcos Boulevard, and therefore will not divide this area within the established Business Industrial District.

The project proposal is for the construction and operation of a Charter Elementary School. The subject site is zoned Industrial (M) and is designated as Industrial (with a requirement of a Specific Plan for future industrial development) in the General Plan for future industrial development, and is located in the Business/Industrial District. The Industrial zone does not allow for Charter Schools. Therefore, a General Plan Amendment and Rezone to "Public Institutional" is required to allow the Charter School with the issuance of a Major Conditional Use Permit.

The site comprises 4.05 acres on vacant parcel (Assessor Parcel Number 219-210-41) and 1.07 acres of a 10.95 acre parcel (Assessor Parcel Number 219-210-42). A component of project development is a boundary adjustment that would add the 1.07 acres to the acres project area as well as include the main driveway access to the HTHNC campus which serves all three campuses (Figure 2 above). The City of San Marcos Municipal Code prohibits the crossing of utilities over property boundaries. The boundary adjustment would ensure

ownership and maintenance on one parcel by the applicant of the temporary campus, as well as all parking, landscaping, underground utilities, and main driveway access, that will serve the permanent project campus. The boundary adjustment approval and recordation prior to construction of Phase 5a would ensure that any potential impacts associated with project development that would have resulted from construction being conducted on two separate parcels are at a level below significant.

Mitigation Measures:

- Obtain approval of a General Plan Amendment to change land use designation from Industrial (with SP) to Public Institutional.
- Obtain approval of a Rezone to change the Zone from Industrial to Public Institutional (PI).
- Obtain approval of a Conditional Use Permit modification to allow the construction of the temporary and permanent elementary school campus.
- Obtain approval and recordation of a Boundary Adjustment between Assessor Parcel Number 219-210-41 and Assessor Parcel Number 219-210-42 prior to issuance of a building permit for Phase 5a construction.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
XI. 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?	□	□	□	■
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?	□	□	□	■

The proposed project will have no impacts regarding Mineral Resources, as the site is not identified as containing mineral resources in the General Plan Conservation Element. The development of the site will not result in a loss of a locally important mineral resource recovery site as it is not designated as this in the General Plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
XII. NOISE -- *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	□	■	□
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	□	■	□	□

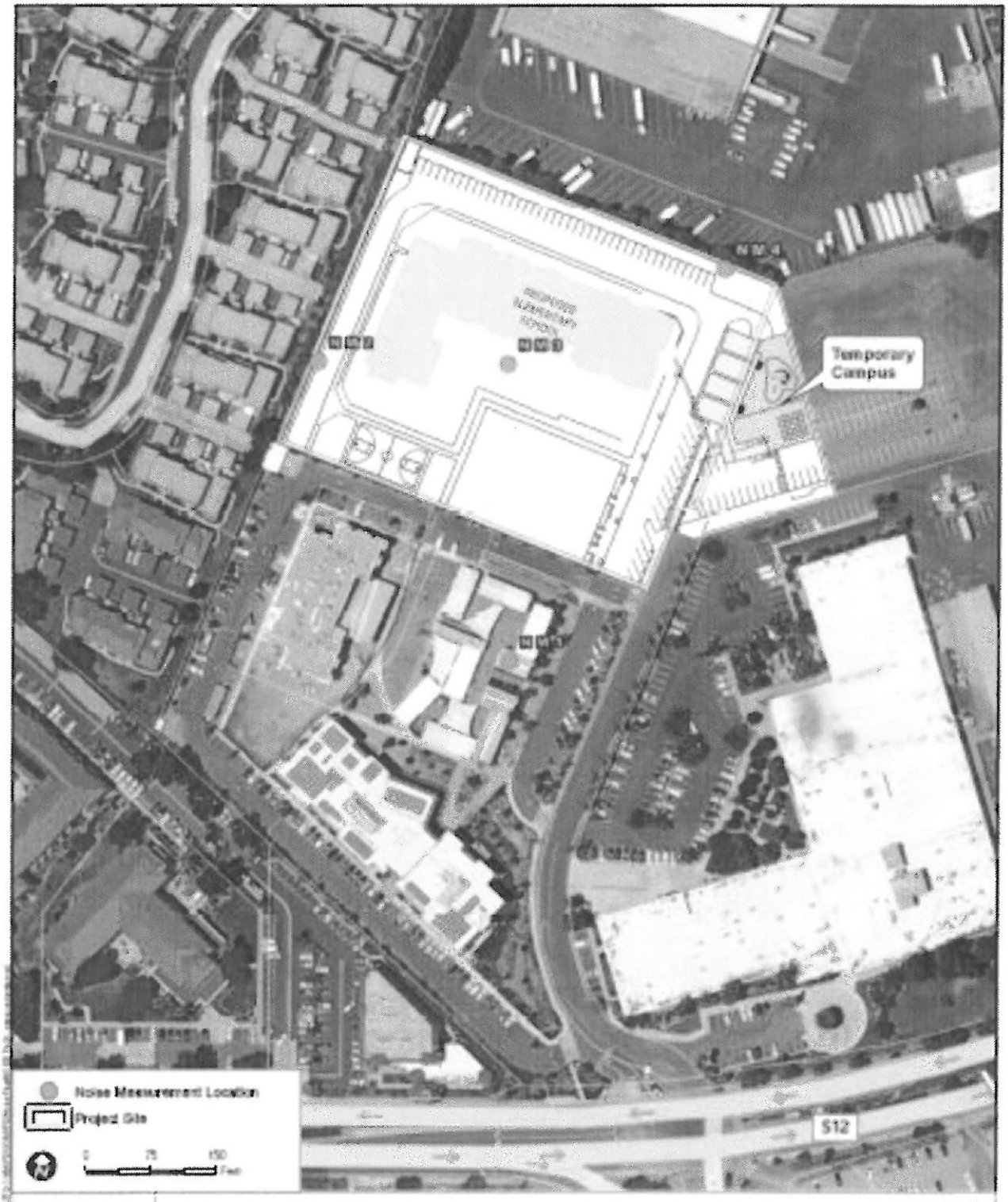
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

a-f. The proposed project would expand and develop the High Tech High North County (HTHNC) campus previously approved with the creation of a new elementary school, High Tech Elementary North County (HTeNC). The proposed development is on a 5.12-acre parcel of vacant land adjacent to the existing HTHNC campus. Noise from short-term (construction) and long-term (operational) noise effects related to the project have been analyzed and assessed in terms of the relevant noise standards in a Noise Analysis prepared by Dudek and Associates (2013, Appendix F).

Existing Conditions

Noise sources in the vicinity of the project site include traffic along San Marcos Boulevard and other nearby local streets, the adjacent HTHNC campus to the south, and trucks and loading dock activities from the adjacent Markstein Beverage Company facility to the north. State Route 78 is located approximately 0.9 miles north of the project site. Noise is also generated by students and activities at the nearby San Marcos High School. Existing noise sensitive receptors near the project site consist of multifamily residences located directly west of the site, a senior residential care facility to the southwest (located more than 400 feet from the nearest side of the project site, and the existing HTHNC campus located directly to the south/southwest of the project site.

Four noise measurements (ambient levels) were conducted in and around the project site to determine the approximate typical daytime ambient noise levels in the area. The measurement locations are shown in Figure 5 below. The noise measurements were made between the hours of 2:00 p.m. and 3:20 p.m. on May 8, 2013. Noise measurements were conducted on the west, central, and north sides of the project site (NM2, NM3 and NM4, respectively, demonstrated below), adjacent to the existing residences and the industrial facility. Also, a noise measurement (NM1) was conducted at the HTHNC campus, on a grassy area adjacent to a basketball court.



DUDEK

AERIAL SOURCE: ESRI MAPPING SERVICE

FIGURE 5

Noise Measurement Locations

7831-01

High Tech Elementary North County Noise Assessment

Impact Analysis

Noise associated with the proposed project would include short-term construction noise, as well as noise from daily outdoor activities, and noise from project-related vehicle trips on local arterial roadways. The specific noise activities analyzed are outlined in Appendix F.

Construction Noise

During construction of the permanent Elementary School campus, construction activities are predicted to generate a maximum hourly average noise level of approximately 72 dBA at the closest existing residences to the west of the site, and approximately 70 dBA at the nearest classrooms and recreation areas at the HTHNC campus. These noise levels would be substantially higher than existing ambient noise levels, and could result in annoyance to nearby residents. A solid masonry perimeter wall is planned as part of the project. The wall would be 6–8 feet in height, and would block the direct line-of-sight to ground-level receivers in the residential community to the west. Provided that the wall is erected during the initial phase of project construction, it would provide a minimum of 5 decibels of noise reduction from construction. The short-term noise from construction would be loud at times at the nearby noise-sensitive land uses, and, although temporary, could be disruptive. Implementation of the noise control measures provided below as mitigation measures will reduce construction noise levels to a less-than-significant level.

Outdoor Activity Noise

Temporary Campus. Outdoor activities of the Temporary Elementary School will be confined to the play area located within the Temporary Campus, which will be enclosed by a screened fence to separate it from the play areas of the older students and the adjacent construction activities. Each teacher will take their students out to the play area for a 30-minute physical education period each day. Only one class at a time will be using the play area. The Temporary Campus play area will be located approximately 500 feet from the nearest residences and will be screened from a direct line-of-sight by the portable classroom structures. Therefore noise at the nearest noise-sensitive uses from outdoor play activities will be less than significant.

Permanent Campus. Outdoor activities of the Elementary School will typically be confined to the K-5 Play Yard, which will be enclosed by a fence to separate it from the play areas of the older students. The Play Yard will consist primarily of asphalt and rubberized play surfaces. Each teacher will take their students out to the K-5 Play Yard for a 30-minute physical education period each day. No more than two classes at a time (approximately 50 students) will be using the play area. No sports lighting, exterior bell or sound systems are proposed or anticipated. The nearest side of the K-5 Play Yard would be approximately 130 feet from the nearest residences, and the farthest side would be approximately 400 feet away. The direct line-of-sight from the play area to the residential area would be blocked by the project's 6-foot high (minimum) masonry perimeter wall. Additionally, the nearest residences (those to the west and northwest) would also benefit by the acoustical shielding provided by the west wing of the HTHeNC building structure, which would reduce noise further.

Playground noise has been measured and extrapolated from a prior noise study (Suncoast Family YMCAs, URS, 2001) based on 25 youth with "raised" voices generating a total of 79 dBA at 3.28 feet. This would result in a noise level of approximately 47 dBA at the nearest residence located a minimum of 130 feet away. Assuming 5 decibels noise reduction from the perimeter wall (but neglecting shielding from the School building), the noise from the play area would be approximately 42 dBA or less. The noise from the outdoor activities would be audible at times, but would generally be well below the existing ambient noise levels and would be lower than the City's draft noise ordinance standard for multifamily residences. Therefore the noise from HTeNC outdoor activities would be less than significant.

Off-Site Project-Related Traffic

The project's traffic study prepared by Linscott, Law & Greenspan (2013) was used to determine potential traffic impacts from the proposed project. The traffic study evaluated operational traffic impacts broken down by phase of the proposed school on the surrounding land uses. Traffic noise levels were analyzed using the FHWA's Traffic Noise Model (TNM), version 2.5. TNM analyzes traffic noise based on number of vehicles, traffic mix (automobiles, medium trucks, and heavy trucks), project site geometry with respect to roadways, shielding from structures such as walls or buildings, and other parameters. Using the traffic study's estimated peak-hour traffic volumes, TNM calculates noise levels in terms of the peak hour Leq noise level for modeled receivers. To determine the corresponding CNEL, the peak hour noise levels were input into an Excel spreadsheet which models diurnal traffic patterns. Table 3 provides the modeled dBA CNEL noise levels for modeled receivers for Existing, Existing plus Project, Existing plus Cumulative projects (Year 2035), and Existing plus Project plus Cumulative Project.

Table 3
Predicted Off-Site Exterior Traffic Noise Levels with and without the Project

Receiver	Receiver Location	Modeled1 Existing Noise Level (dBA CNEL)	Modeled1 Existing plus Project Noise Level (dBA CNEL)	Difference (dBA)	Modeled Existing + Cumulative Projects Noise Level (2035) (dBA CNEL)	Modeled Existing + Project + Cumulative Projects Noise Level (2035) (dBA CNEL)	Difference (dBA)
R1	Rancho Santa Fe Road - north of San Marcos Blvd	62	62	0	65	65	0
R2	San Marcos Blvd - west of Discovery Street	63	65	0	65	65	0
R3	San Marcos Blvd - east of Pacific St	62	62	0	64	64	0
R4	High Tech High Elementary School	47	47	0	50	50	0

As shown in Table 3-20, the project's traffic noise contribution would result in a zero decibel traffic increase, when rounded to the whole decibel. A change in noise of less than one dB is generally not audible in the community environment. Therefore, off-site noise impacts associated with project-related traffic would be less than significant.

Project construction activities would take place during the City's permitted hours for construction and therefore

would not violate the Municipal Ordinance. Nonetheless, noise levels from construction would be relatively high at nearby noise-sensitive land uses and therefore could be considered significant without mitigation. Noise control measures are recommended to reduce potential noise effects to below a level of significance. Noise from operational noise (on-site activities as well as off-site project-related traffic) would be less than significant.

Construction Noise

To reduce construction noise generated by the proposed project, the City will ensure that the contractor will implement the following measures:

Mitigation Measures:

- The masonry perimeter wall shall be constructed as early in the project as practicable.
- All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity.
- Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
- The on-site construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the City will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- Signs shall be posted at the project site identifying a contact name and phone number to register noise complaints during the construction operation.
- Construction of a minimum six foot high solid masonry wall along the western and northern property line. The design of the wall shall be approved by the Planning Division prior to installation.

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

a-c. The project proposal is for the construction and operation of a Charter Elementary School. The subject site is zoned Industrial (I) and is designated as Industrial (with a requirement of a Specific Plan for future industrial development) in the General Plan, and is located in the Business/Industrial District. The Industrial zone does not allow for Charter Schools. Therefore, a General Plan Amendment and Rezone to "Public Institutional" is required to allow the Charter School with the issuance of a Major Conditional Use Permit. This land use change will not reduce or create housing. Therefore, the proposed charter high school will not induce substantial population growth, displace substantial numbers of existing housing, or displace substantial numbers of people. Therefore, due to the nature of the proposed project, no significant impacts regarding population and housing due the nature of the proposed facility.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

XIV. 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 objective for any of the public services:

Fire protection?	□	□	■	□
Police protection?	□	□	■	□
Schools?	□	□	□	■
Parks?	□	□	□	■
Other public facilities?	□	□	■	□

Although adding demand for services will be created by the proposed elementary school campus, no significant impacts will result. Phased over a two year period, enrollment of students will not exceed four hundred sixty (460) students, and there will be a total of twenty-nine (29) staff. Per the City's Public Facilities Fee Ordinance, school facilities are exempt. This incremental increased demand on City services that include police, fire, lighting, and landscaping services will be mitigated by annexation into the Community Facilities Districts and/or in-lieu fees that are used to fund these services. These special taxes and/or fees will further ensure that impacts are less than significant and not cumulatively significant. The San Marcos Unified School District will determine if the proposed project will be subject to payment of school impact fees as authorized by law. Therefore, an increase in the demand for fire protection, police, and lighting/landscaping services will be mitigated to a level below significant. Due to the nature of the project being a school and providing its own recreational amenities, impacts to school and parks are not anticipated to result from the proposed project. Therefore, no significant impacts to fire protection, police, schools, parks, maintenance of public facilities, or other governmental facilities are anticipated as a result of the proposed project.

***Mitigation Measures*:**

- Annex into the City of San Marcos Community Facilities District 2001-01 for fire protection services.
- Annex into City of San Marcos Community Facilities District 98-01 for police protection services.
- Annex into City of San Marcos Community Facilities District 98-02 for landscaping, lighting, and habitat/open space maintenance.
- Payment of school fees in accordance with State Law.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
XV. **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?	□	□	□	■
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?	□	□	□	■

Due to the nature of the project being a school and providing its own recreational amenities, impacts to City recreational facilities and parks are not anticipated to result from the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	□	□	□	■
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	□	□	□	■
c) Result in a change in air traffic patterns, including either				

an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	■	□
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	□	□	□	■
e) Result in inadequate emergency access?	□	□	□	■
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	□	□	□	■

The proposed project will include the construction of a elementary school campus as an expansion to the High Tech High North County (HTHNC) campus (middle and high schools). The proposed project will be accomplished in two Phases 5a (temporary campus) and Phase 5 (permanent campus). Phase 5a will consist of four modular classrooms for 96 students in grades K-2, which will open in the Fall of 2013. Phase 5 will be construction of the permanent school buildings and related parking and play facilities for 460 Pre-K to 5th grade students to begin operation in Fall of 2014 as shown on the site plan provided in Figure 2a.

School hours for the elementary school are scheduled to start at 8:15 AM and end at 2:45 PM. These hours are staggered relative to the start and end times of the High School (8:30am to 3:45pm) and the Middle School (8:45am to 3:10pm) to reduce impacts traffic impacts during the morning and afternoon school peak hours. The start and end times are also off-set from the existing San Marcos High School in order to reduce potential daily impacts during the morning and afternoon school peak times. Primary access to the site will be provided through the existing signalized intersection of San Marcos Boulevard/Discovery Street. The project will share access with the Middle and High School campuses adjacent to the project site. The proposed drop-off/pick up zone is located on the northern end of the project site, with traffic circulating northbound and looping southbound through the drop-off/pick up zone and back to San Marcos Boulevard. There will be a one-way loop road located around the perimeter of the site that will provide access to student and staff parking. From the main access road, the loop road will provide counter-clockwise circulation along the northern, western, and southern boundaries of the site that connects to the main access road near San Marcos Boulevard.

A Focused Traffic Study (FTS) was prepared for this project by Linscott, Law, & Greenspan (LLG, Appendix G, dated May 6, 2013). The Traffic Assessment Report studied the impacts associated with the build out of the project; with and without cumulative impacts; and impacts with and without the project in the Horizon Year 2035. The project is forecast to generate a total of approximately 740 trips per day at build out, which includes 237 trips during the AM school peak hour, 192 trips during the midday peak hour, and 67 trips during the PM peak hour. The study reviewed five intersections along San Marcos Boulevard (between Rancho Santa Fe and Road and Las Posas Road) and four roadway segments of San Marcos Boulevard.

Near-Term Analysis

Based upon the near-term analysis, the FTS determined a direct significant impact to occur at the intersection of San Marcos Boulevard and Discovery Street. *Table 9–1* below summarizes intersection operations throughout the study area for the Existing + Cumulative Projects + Project scenario. As seen in Table 9–1, with the addition of project traffic, all study area intersections operate at LOS D or better during the AM, Midday, and PM peak hours with the exception of the following intersections:

- San Marcos Blvd / Knights Realm (LOS F during the AM, Midday, and PM peak hours);
- San Marcos Blvd / Discovery St (LOS E during the Midday & LOS F during the PM peak hour).

TABLE 9–1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ[c]	Existing + Cumulative Projects		Existing + Cumulative Projects +Project		Δ[c]
			Delay[a]	LOS[b]	Delay	LOS		Delay	LOS	Delay	LOS	
1. San Marcos Blvd / Rancho Santa Fe Rd	Signal	AM	31.8	C	33.3	C	1.5	50.3	D	52.6	D	2.3
		Midday	33.0	C	33.1	C	0.1	33.1	C	33.3	C	0.2
		PM	32.6	C	32.7	C	0.1	52.9	D	54.0	D	1.1
2. San Marcos Blvd / Knights Realm	Signal	AM	35.5	D	38.6	D	3.1	110.5	F	112.1	F	1.6
		Midday	78.8	E	80.3	F	1.5	89.8	F	90.3	F	0.5
		PM	89.7	F	89.9	F	0.2	93.6	F	93.7	F	0.1
3. San Marcos Blvd / Discovery St	Signal	AM	34.3	C	35.8	D	1.5	36.0	D	37.4	D	1.4
		Midday	**54.9**	**D**	**56.0**	**E**	**1.1**	**76.9**	**E**	**79.0**	**E**	**2.1**
		PM	**50.3**	**D**	**57.7**	**E**	**7.4**	**133.3**	**F**	**137.9**	**F**	**4.6**
4. San Marcos Blvd / Pacific St	Signal	AM	22.2	C	22.6	C	0.4	23.3	C	23.7	C	0.4
		Midday	22.3	C	22.7	C	0.4	24.9	C	25.3	C	0.4
		PM	22.1	C	22.3	C	0.2	23.7	C	23.7	C	0.0
5. San Marcos Blvd / Las Posas Rd	Signal	AM	23.0	C	25.0	C	2.0	39.1	D	50.5	D	>10
		Midday	27.3	C	27.3	C	0.0	28.5	C	28.7	C	0.2
		PM	26.4	C	26.6	C	0.2	29.4	C	29.6	C	0.2

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. LOS = Level of Service. See table at right for delay thresholds.
c. Δ denotes an increase in the Delay between the Existing and Project.
d. OWSC = One-way stop controlled

General Notes:
1. BOLD and SHADED—represents a significant impact based on delta values for LOS "E" presented in Table 5-1.

SIGNALIZED
DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

The following intersection modifications will serve to mitigate this significant direct impact: (1) A restripe of the northbound and southbound approaches to provide two dedicated left turns and a shared thru/right turn lane; (2) A change to signal phasing at the northbound and southbound approaches from split phasing to protected phasing, and (3) Alignment of the thru lanes and redesign of the intersection layout.

Table 9–2 below summarizes segment operations throughout the study area for the Existing + Project scenario. This table shows that the following study area segments operate at LOS E or worse, however, as outlined in the table, the change resulting from the project did not exceed a .02 second delay:

- San Marcos Boulevard: Knights Realm to Discovery Street (LOS E);
- San Marcos Boulevard: Discovery Street to Pacific Street (LOS F);
- San Marcos Boulevard: Pacific Street to Las Posas Road (LOS E).

TABLE 9–2
NEAR-TERM STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing			Existing + Project			Δ[e]	Existing + Cumulative Project			Existing + Project + Cumulative Project			Δ[e]
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	
San Marcos Boulevard															
Rancho Santa Fe Rd to Knights Realm	45,000	39,540	0.879	D	39,829	0.885	D	0.006	46,050	1.023	F	46,339	1.030	F	0.006
Knights Realm to Discovery St	45,000	42,100	0.936	E	42,396	0.942	E	0.007	48,190	1.071	F	48,486	1.077	F	0.007
Discovery St to Pacific St	40,000	39,670	0.992	E	40,077	1.002	F	0.010	47,790	1.195	F	48,197	1.205	F	0.010
Pacific St to Las Posas Rd	40,000	38,890	0.972	E	39,297	0.982	E	0.010	46,240	1.156	F	46,647	1.166	F	0.010

Footnotes:

a. Capacities based on SANTEC ITE Guidelines (See Appendix B).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service
e. Δ denotes an increase in the Volume to Capacity ratio between the Existing Baseline and Proposed Project

General Notes:

1. BOLD typeface indicates a potentially significant impact.

The addition of project generated traffic does not result in a change in the Volume to Capacity ratio (V/C) that meets or exceeds the significance threshold of 0.02 for the deficient segments. Therefore, the project is not forecast to result in any roadway segment significant impacts. Therefore, the project is not forecast to result in any roadway segment significant impacts.

Interim Phase Analysis

Since the interim campus (Phase 5a) is adding less traffic in comparison to the entire project, it follows that the study intersections and segments that did not have a significant impact due to the addition of traffic from the entire project will also not have a significant impact occur due to the addition of traffic from the interim project phase.

Based on the near-term analysis conducted for the entire project, a significant impact was found only at the intersection of San Marcos Boulevard and Discovery Street. Therefore, the analysis for the interim phase was conducted only at the intersection of San Marcos Boulevard and Discovery Street. Since the interim phase is adding less traffic in comparison to the entire project, it follows that the study intersections and segments that did not have a significant impact due to the addition of traffic from the entire project will also not have a significant impact occur due to the addition of traffic from the interim project phase.

Table 11–2 below summarizes the intersection operations at the San Marcos Boulevard / Discovery Street intersection for the Existing + Cumulative Projects + Interim Project Phase scenario. As shown in Table 11–2 of Appendix G, the intersection of San Marcos Boulevard and Discovery Street is calculated to operate at LOS E during the Midday and LOS F during the PM peak hours in the cumulative condition with the addition of the interim project phase traffic. However, all delay increases are less than two seconds. Based on the analysis and the established significance criteria, no significant impacts were identified during the interim phase.

Long-Term Analysis

In order to forecast future traffic volumes for Year 2035, the SANDAG Series 11 North County Model was utilized. The forecast Average Daily Trips (ADT) volumes were then used to calculate peak hour volumes based partially on the existing relationship between ADT and peak hour volumes. Several other Traffic Engineering principles and factors such as the K-factor and D-factor were also considered in the forecast analysis (see Appendix B of Appendix G for definitions). The forecast volumes were also checked for

consistency between intersections, where no driveways or roadways exist between intersections, and were compared to existing volumes for accuracy.

Based upon the long-term analysis, which considered cumulative impacts, Table 10–1 of Appendix G summarizes intersection operations throughout the study area for the Horizon Year 2035 without Project scenario. This table shows that all of the study intersections operate at LOS D or better during the AM, Midday, and PM peak hours with the exception of the following intersections:

- San Marcos Blvd / Rancho Santa Fe Rd (LOS E during the AM peak hour)
- San Marcos Blvd / Knights Realm (LOS F during the AM and PM peak hours)
- San Marcos Blvd / Discovery St (LOS F during the Midday and PM peak hours)
- San Marcos Blvd / Las Posas Rd (LOS E during the AM and PM peak hours)

TABLE 10– [1]
HORIZON YEAR INTERSECTION OPERATIONS

Intersection	Peak Hour	Horizon Year 2035 without Project		Horizon Year 2035 with Project		Δ[c]
		Delay[a]	LOS[b]	Delay	LOS	
1. San Marco Blvd / Rancho Santa Fe Rd	AM	**73.4**	**E**	**78.6**	**E**	**5.2**
	Mid	33.7	C	34.3	C	0.6
	PM	54.1	D	54.3	D	0.2
2. San Marcos Blvd / Knights Realm	AM	133.5	F	134.5	F	1.0
	Mid	53.4	D	54.5	D	1.1
	PM	97.2	F	98.0	F	0.8
3. San Marcos Blvd / Discovery St	AM	38.9	D	40.7	D	1.8
	Mid	**123.9**	**F**	**127.2**	**F**	**3.3**
	PM	**239.4**	**F**	**243.2**	**F**	**3.8**
4. San Marcos Blvd / Pacific St	AM	24.3	C	24.3	C	0.0
	Mid	26.3	C	27.3	C	1.0
	PM	27.4	C	27.9	C	0.5
5. San Marcos Blvd / Las Posas Rd	AM	**79.0**	**E**	**88.1**	**F**	**9.1**
	Mid	30.9	C	34.3	C	3.4
	PM	58.6	E	59.8	E	1.2

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. A denotes an increase in the Delay between the Horizon Year and Horizon Year + Project Scenarios

General Notes:
1. BOLD and SHADED – represents a significant impact based on the established significance criteria in Section 5.0.

SIGNALIZED
DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

Table 10–2 below summarizes segment operations throughout the study area for the Horizon Year 2035 with Project scenario. This table shows that, with the addition of project traffic, all study area segments continue to operate at LOS F.

TABLE 10–2
HORIZON YEAR STREET SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) [a]	Year 2030			Year 2030 With Project			Δ [e]
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C	
San Marcos Boulevard								
Rancho Santa Fe Rd to Knights Realm	45,000	49,280	1.095	F	49,569	1.102	F	0.006
Knights Realm to Discovery St	45,000	51,570	1.146	F	51,866	1.153	F	0.007
Discovery St to Pacific St	40,000	51,140	1.279	F	51,547	1.289	F	0.010
Pacific St to Las Posas Rd	40,000	49,550	1.239	F	49,957	1.249	F	0.010

Footnotes:

a. Capacity based on SANTEC/ITE Guidelines (See Appendix B).
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes an increase in the Volume to Capacity ratio between the Existing Baseline and Proposed Project.

Mitigation measures are required for the locations described above, where significant impacts are forecast to occur. Since some of the identified deficiencies are forecast to occur without or with the proposed project, a fair-share contribution has been calculated for each project scenario where a significant impact is forecast to occur. This would apply to the following intersections:

- San Marcos Boulevard / Rancho Santa Fe Road
- San Marcos Boulevard / Las Posas Road

With the implementation of the mitigation measures, impacts will be mitigated below a level of significance.

The City's Off-Street Parking Ordinance requires a total of seventy-nine (79) parking spaces, which is based on a Pre-K and elementary school standard as follows:.

Parking Calculations	
	Spaces
Pre-K (3 employees/15 students)	
1 space per 2 employees	1.5
1 space per 5 students	3
Elementary School (18 classrooms, 29 employees, 2500 sf*common area)	
1.5 space per classroom	27
1 space per 2 employees	14.5
1 space per 75sf of multipurpose	33.3
Total	79.3
Provided	87

*Square feet

The site is proposing a total of eighty-seven (87) parking spaces. These spaces are being provided in addition to the existing one hundred and forty-four (144) parking spaces that currently serve the Middle and High School campus.

The proposed project will not conflict with the City General Plan Mobility Element and will mitigate for all direct and cumulative traffic impacts as described below. The emergency access to and from the site through the site entrance will remain along with the loop road that will provide counter-clockwise circulation along the northern, western, and southern boundaries of the site which connects to the main access road near San Marcos Boulevard.

Mitigation Measures:

- Prior to issuance of a grading permit, the applicant/developer shall pay a fair-share contribution towards the intersection improvements of San Marcos Boulevard/Rancho Santa Fe Road and San Marcos Boulevard/Las Posas Road.
- Applicant shall: (1) restripe the northbound and southbound approaches to provide two dedicated left turns and a shared thru/right turn lane; (2) A change to signal phasing at the northbound and southbound approaches from split phasing to protected phasing, and (3) Alignment of the thru lanes and redesign of the intersection layout.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	■	□
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	■	□
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing				

commitments?	□	□	■	□
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□	□	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	□	■

a-g. The installation of new onsite sewer and water line connections are proposed to the existing HTHNC lines in order to serve the new HTeNC campus. Water and Sewer will be provided through Vallecitos Water District. A Water Study (Appendix H) has been prepared by RBF Consultants for the applicant to determine adequate water pipe design to serve the project, including consideration of the maximum day water demand for the site and fire flow demand. A Sewer Study (Appendix H) has also been prepared by RBF Consultants for the applicant to determine the adequate sanitary sewer pipe design that will provide adequate capacity to serve the project. The size and specifications of these lines shall be approved by the City and Vallecitos Water District prior to installation. No offsite improvements are proposed. The project improvements will ensure that adequate water and sewer service will be provided to the site. Therefore, project impacts to water and sewer services are less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

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

The proposed project involves the development of a previously disturbed 5.12 acre site with development of a elementary school campus. The proposed project is not considered significant with respect to wildlife movement. Therefore, the proposed project lacks the potential to degrade the quality of the environment, and therefore will not result in the alteration or diversity of plant or animal species, number of endangered species, or introduce new species of plants or habitat.

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)?	□	□	■	□

The project does not have impacts that are individually limited, but does have impacts that are cumulatively considerable, as the project site will involve the development of a previously partially vacant industrial site. Although the Negative Declaration analysis does identify potentially significant impacts that could result from the project, any such impact will be mitigated to below a level of significance thereby ensuring that impacts are not cumulatively considerable.

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

The project will be mitigated and conditioned to ensure that impact areas of concern such a cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, public services, and transportation/traffic are fully mitigated to below a level of significance and will not cause a substantial adverse effects on human beings, either directly or indirectly.

TECHNICAL APPENDICES A-H to MND 13-002

(High Tech Elementary North County)

Please contact Planning Staff to view the Technical Appendices:

Technical Appendices to MND 13-002:

A – Air Quality Technical Report

B – Preliminary Geotechnical Investigation

C – Global Climate Change Evaluation

D – Phase I Environmental Site Assessment

E - Hydrology & Hydraulics Report

F – Noise Assessment

G – Focused Traffic Study w/Technical Appendices

H – Sewer & Water Study

The Technical Appendices are available at the Development Services Counter at City Hall, 1 Civic Center Drive, San Marcos, CA 92069. Hours: Monday – Friday, 7:30 AM – 5:30 PM. Note: We are closed every other Friday.