DRAFT

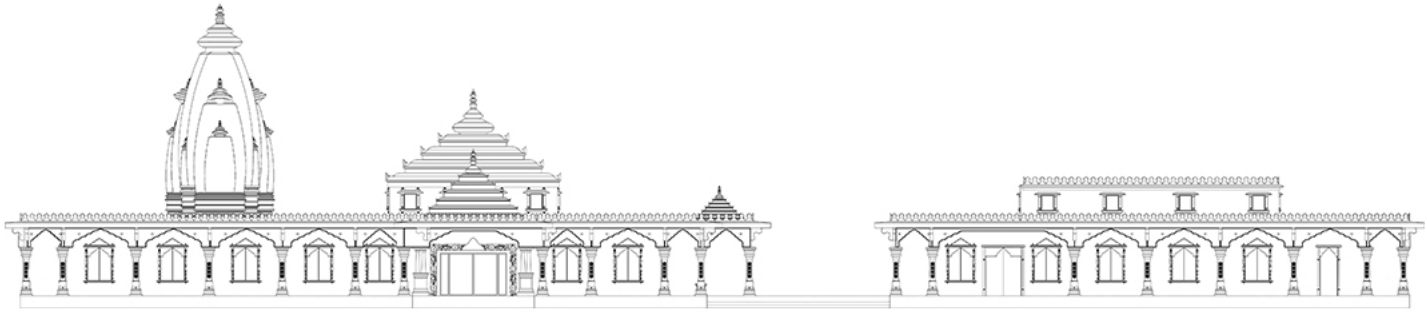
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ISKCON OF ESCONDIDO

KRISHNA TEMPLE AND RESIDENTIAL PROJECT

SCH #XXXXXX

Case Nos. PL23-0129, PL23-0130, PL25-0085, and PL25-0086



Lead Agency:

City of Escondido
201 N. Broadway
Escondido, CA 92025-2798
(760) 839-4671

Project Proponent:

ISKCON of Escondido, Inc.
10707 El Caballo Avenue
San Diego, CA 92127
(858) 344-0892

Environmental Consultant:

Phil Martin & Associates
2987 Fairway Heights Drive
Bend, Oregon 97703
(949) 454-1800

March 31, 2025

Environmental Initial Study

1.0 Introduction

1.1 California Environmental Quality Act Compliance

The City of Escondido is the lead agency pursuant to the CEQA and is responsible for analyzing and adopting the Initial Study/Mitigated Negative Declaration (IS/MND) document for the proposed project. The City has determined that a MND is the appropriate environmental document to be prepared in compliance with CEQA. This finding is based on the IS Checklist and Discussion of Environmental Impacts. As provided in CEQA Statute Section 21064.5, an MND may be prepared for a project subject to CEQA when the project will not result in significant environmental impacts that cannot be mitigated to a level below significance. This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the construction and operation of the proposed project and incorporate mitigation measures into the project design as necessary to reduce or eliminate the significant or potentially significant effects of the proposed project.

1.2 Public Review Process

In accordance with CEQA, a good faith effort has been made during preparation of this IS/MND to contact affected public agencies, organizations, and persons who may have an interest in the proposed project. In reviewing the Draft IS/MND, affected and interested parties should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the proposed project would be avoided or mitigated. The Draft IS/MND and associated appendices are available for review on the City of Escondido Planning Division website at https://www.escondido.gov/1248/ISKCON-Residential-Subdivision-and-Relig. The Draft IS/MND and associated appendices will also be available for review during regular business hours at the City of Escondido Planning Division (City Hall, First Floor, 201 North Broadway, Escondido, California 92025). Comments on the Draft IS/MND may be accepted in writing during the 30-day comment period, which begins on April 03, 2025. Written comments on the Draft IS/MND are due by 5:00 p.m. on May 02, 2025 and should be directed to:

Ivan Flores, Principal Planner, Escondido Planning Division City Hall, First Floor 201 North Broadway Escondido, California 92025, at (760) 839-4529 or email at: ivan.flores@escondido.gov. The City Council will consider the Final IS/MND and the comments received during the public review period at a future noticed public hearing in determining whether to approve the proposed project and adopt the final environmental determination, following a recommendation from the Planning Commission.

1.3 Incorporated by Reference

According to Section 15150 of the CEQA Guidelines, a MND may incorporate by reference all or portions of another document which is a matter of public record. The incorporated language shall be considered to be set forth in full as part of the text of the MND. All documents incorporated by reference are available for review at, or can be obtained through, the City of Escondido Planning Division located at the address provided above.

- City of Escondido, 2012. City of Escondido General Plan.
- City of Escondido, 2012. Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan Environmental Impact Report, Volume I – Final Environmental Impact Report, adopted May 23, 2012.

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PLANNING DEPARTMENT

1. **Project Title:** ISKCON of Escondido - Krishna Temple and Residential Project (City Project Nos. PL23-0129, PL23-0130, PL25-0085, and PL25-0086).

2. **Lead Agency Name and Address:** City of Escondido
   201 N. Broadway
   Escondido, CA 92025-2798
   (760) 839-4671

3. **Contact Person and Phone Number:** Ivan Flores, Principal Planner
   Ivan.flores@escondido.gov
   (760) 839-4529

4. **Project Location:** The 24.53-acre project site is located in the City of Escondido, County of San Diego, on the south side of Rincon Avenue, east of Conway Drive as shown in Figure 1, Regional Map. More specifically, the project is located at 1315 and 1356 Rincon Avenue (Assessor Parcel Numbers No. 224-100-84-00 and 224-100-85-00) as shown in Figure 2, Local Vicinity Map. An aerial photograph of the site and surrounding land uses is shown in Figure 3, Aerial Photo. Figure 4, USGS Topography Map, shows the topography on the site and the adjacent surrounding areas.

5. **Project Sponsor's Name and Address:** ISKCON of Escondido
   Dhiru Tantoo
   10707 El Caballo Avenue
   San Diego, CA 92127
   (858) 344-0892

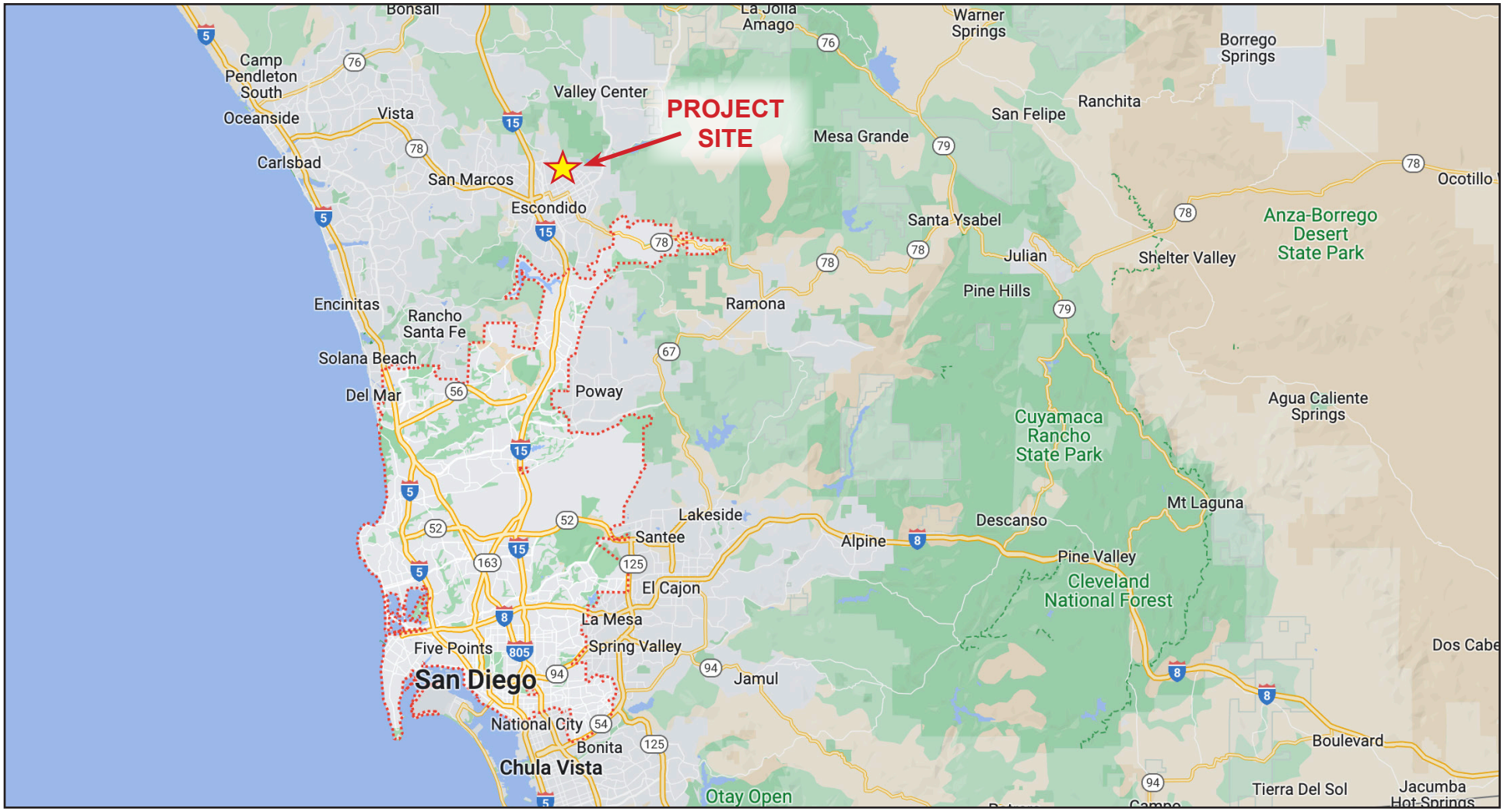
6. **General Plan Designation:** The Escondido General Plan land use designation for the 24.53-acre subject site is Estate II (E-2), that is an estate residential designation that allows single-family residential development up to 2 dwelling units per acre as shown in Figure 5, General Plan Land Use Map. The Estate II land use allows single family development on relatively large lots. The Estate II land use allows a maximum density on the following slope categories: 0-25% - 2 du/1 ac; 25-35% - 1 du/1ac; and 35%+ - 1 du/20 ac. The minimum lot size is 20,000 square feet with a building height of 1 - 2 stories.

7. **Zoning:** The project site is zoned RE-20 – Residential Estates as shown in Figure 6, Zoning Map. Per Article 6 – Residential Zones Section 33-90 – Purpose of this Chapter of the Escondido Municipal Code, "The estate residential (R-E) zone is established to provide a rural setting for family life in single-family detached dwellings. Provisions are made for the maintenance of limited agricultural pursuits as well as those uses necessary and incidental to single-family living." The R-E zone corresponds with the Estate II general plan land use, with a minimum lot size of 20,000 square feet.

8. **Description of Project:** The 24.53-acre project site is primarily vacant/undeveloped, except for a single-family detached residence and foundations of a shed and other outbuildings near the middle of the site, located on APN 224-100-85-00. The Vista Flume extends along the southern project boundary (APN 224-100-73-00). An existing private access easement provides access to the not a part parcel/residence (APN 224-100-73-00) through the project site and would continue to serve the private residence at the end of Street A and include existing utilities such as sewer, water, electricity and natural gas. The overall project area will comprise approximately 7.30-acres of the 24.53 acres site (2 parcels) described below.

   The proposed project includes two separate applications for a Tentative Subdivision Map (City File No. PL23-0129) for the development of 10 single-family residential lots on approximately 4.2-acres of the

Figure 1 Regional Map

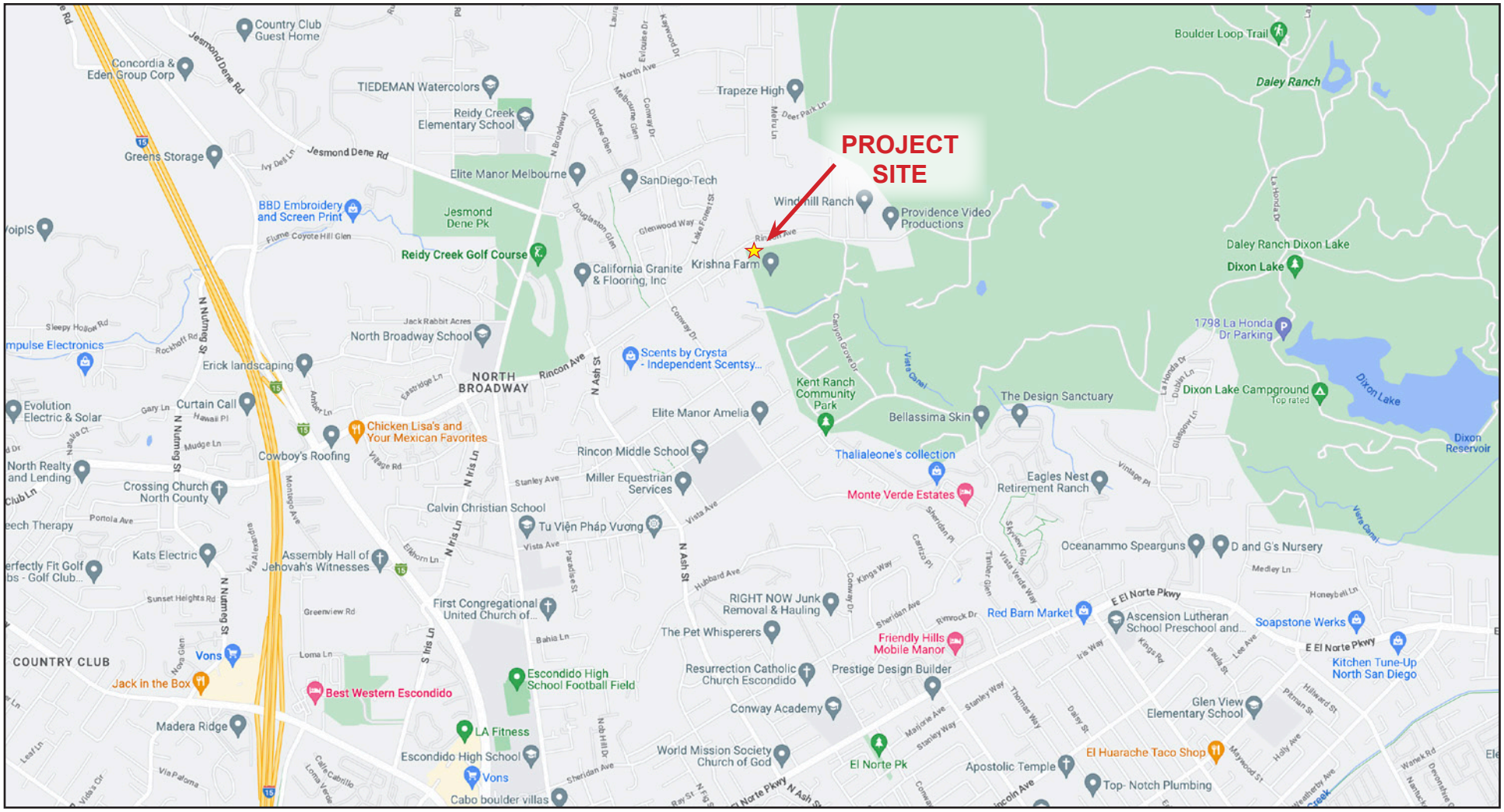


Source: Google Maps

FIGURE 1

Regional Map

Figure 2 Local Vicinity Map



Source: Google Maps

FIGURE 2

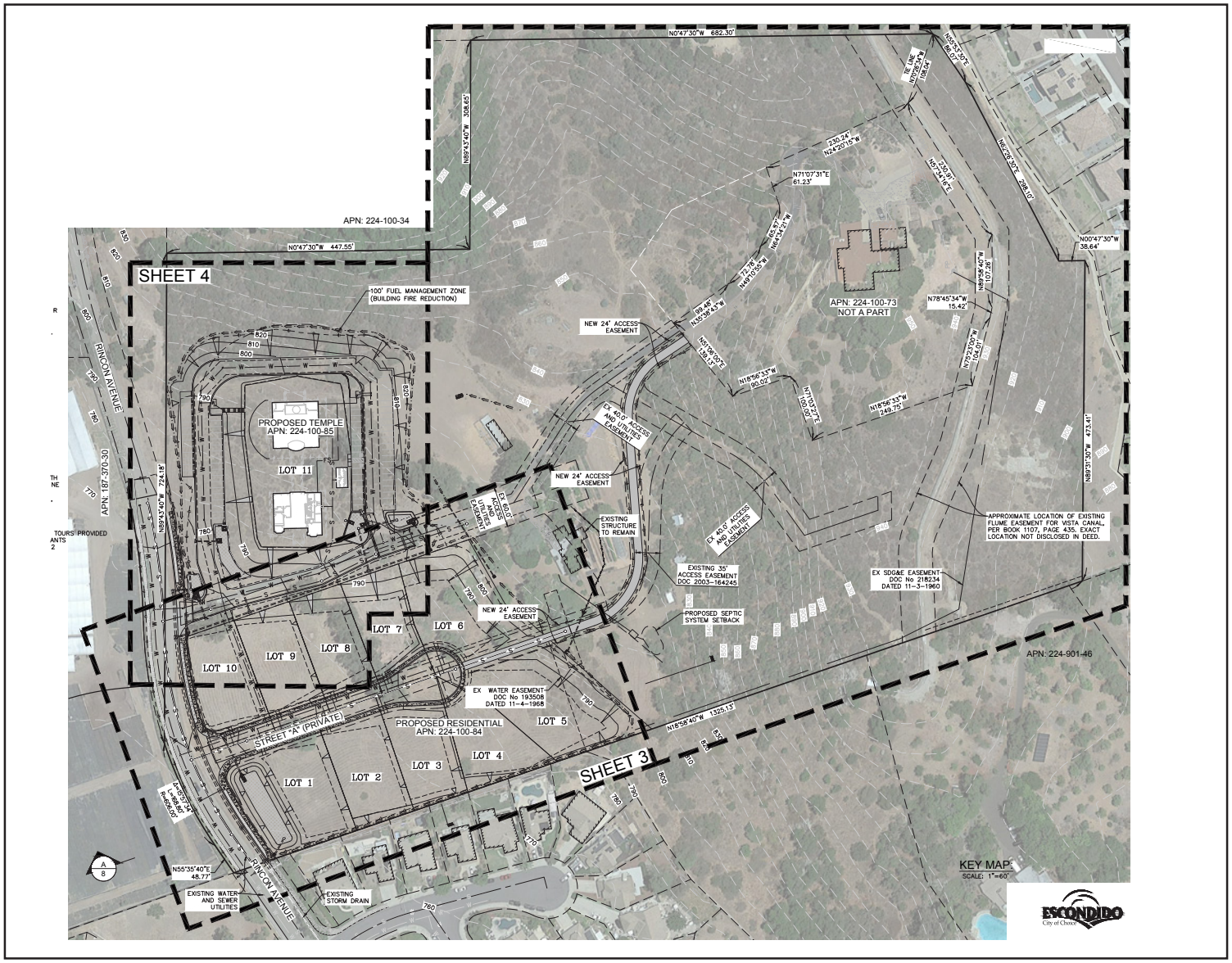
Local Vicinity Map

Figure 3 Aerial Photo

Source: Google Earth

FIGURE 3
Aerial Photo

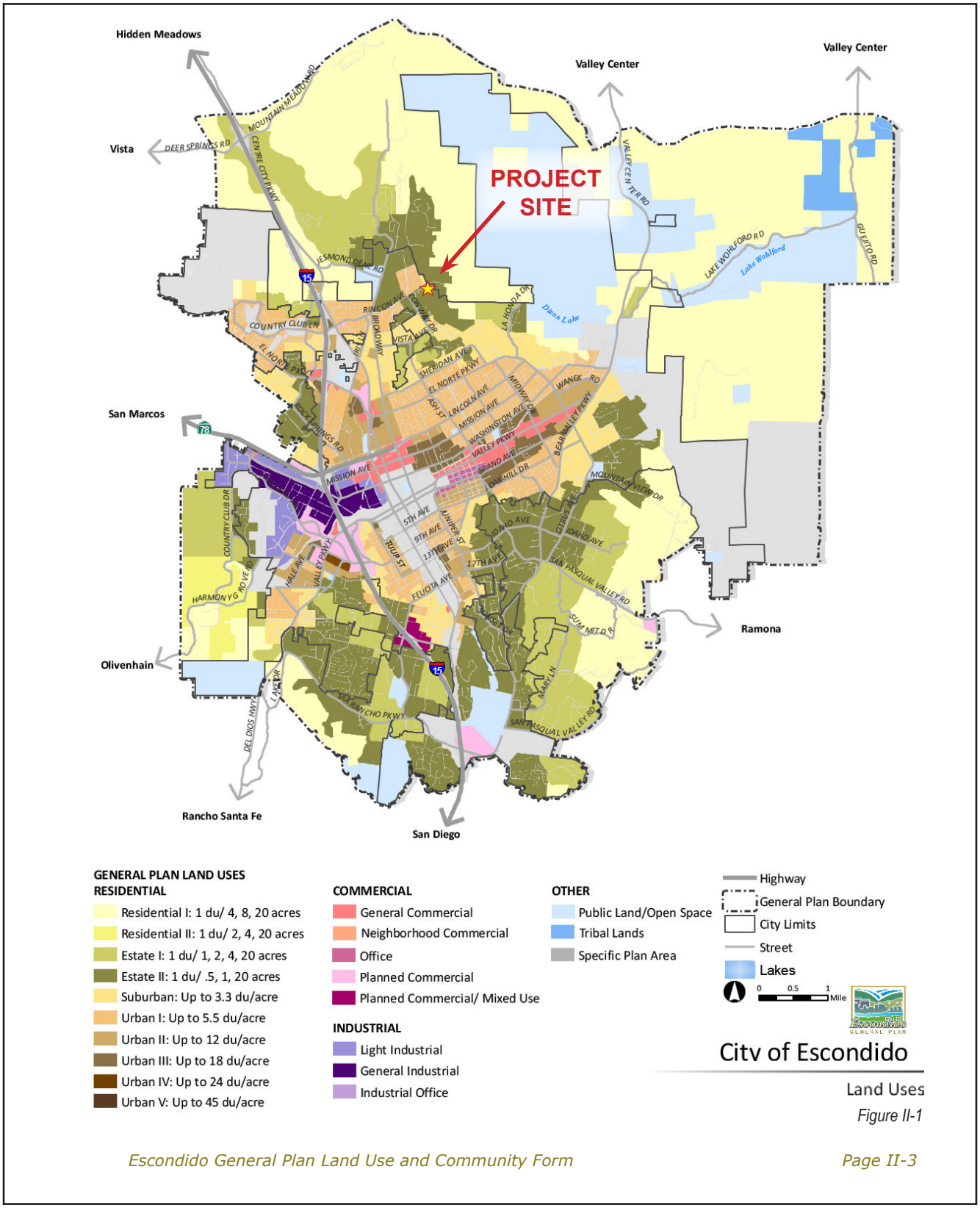
Figure 4 USGS TOPO Map



Source: REC Consultants, Inc.

FIGURE 4
USGS Topo Map

Figure 5 General Plan Land Use Map

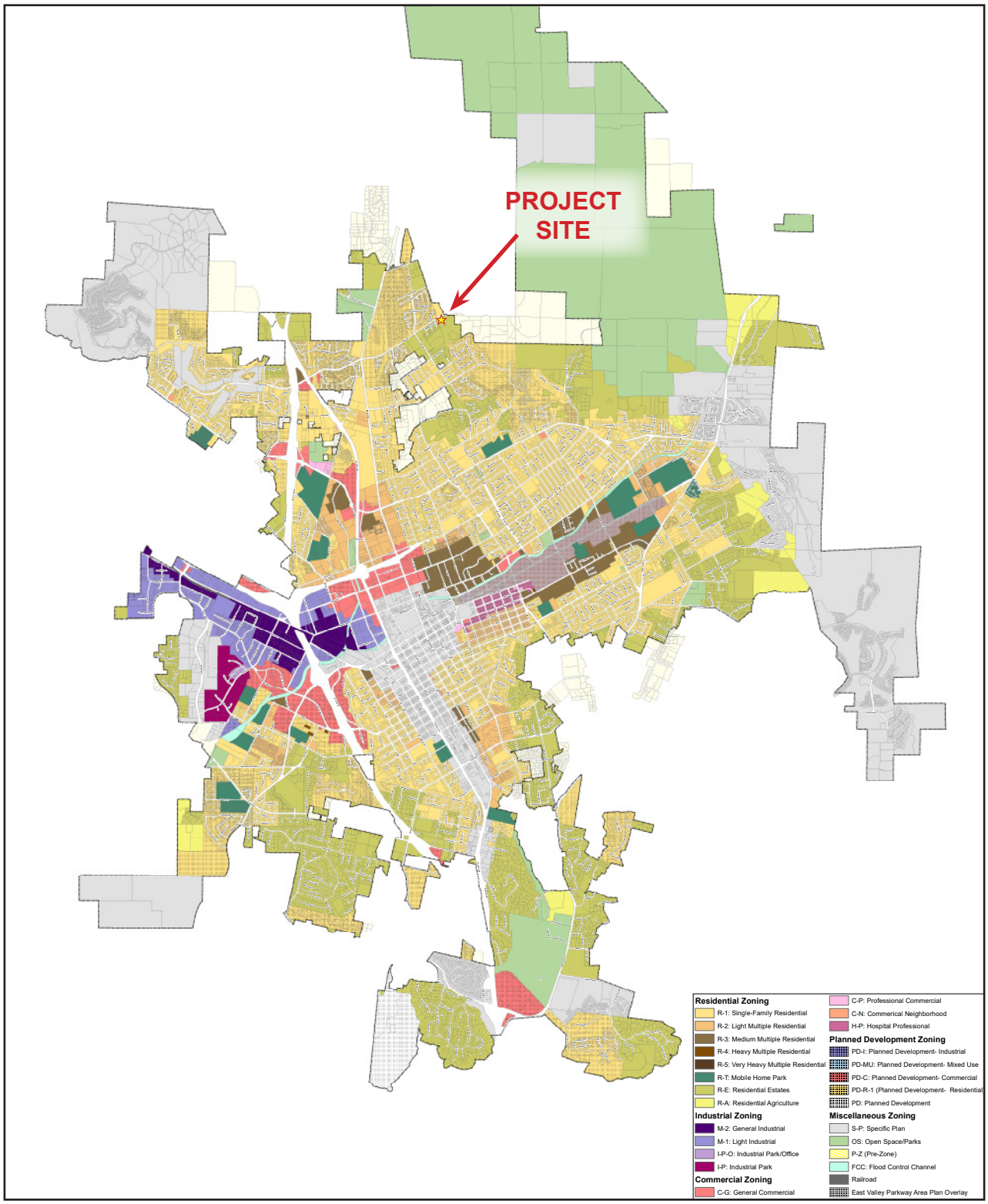


Source: City of Escondido

FIGURE 5

General Plan Land Use Map

Figure 6 Zoning Map



Source: City of Escondido

FIGURE 6
Zoning Map

24.53-acre site. The residential lots range from 0.31 acres (13,504 SF) up to 0.63 acres (27,443 SF). The project proposes the construction of market rate homes on 8 of the 10 lots with two of the lots closest to Rincon Avenue proposed for low-income households pursuant to State Density Bonus Law and Escondido Zoning Code Article 67 (Density Bonus and Residential Incentives).

The project also includes a Conditional Use Permit ("CUP"), (City File No. PL23-0130), Grading Exemption, and Design Review Permit (City File No. PL25-0086) for the development of a 6,221 square foot Krishna Temple, an adjacent 4,733 square foot monks quarters associated with the Krishna Temple, 813 square foot restroom/change room/janitor closet for a total building area of 11,767 square feet. The Krishna Temple/CUP component is located on the 20.33-acre portion of the project site.

Finally, the Project also includes a Development Agreement (City File No. PL25-0085) for the payment of the North Broadway Deficiency Area Fee as required for developments within the North Broadway Region of Influence as identified in Article 68 (Growth Management Ordinance) of the Escondido Zoning Code.

Krishna Temple – Conditional Use Permit – City File No. PL23-0130

A description of the Krishna Temple function and facilities is provided below.

The proposed Krishna Temple has daily services or "arotis" that are held throughout the day. All services are open to the public. Below is the proposed daily schedule:

Mangal aroti: 4:30 am to 5:00 am
Bhalya Bhoga aroti: 7:15 am to 7:30 am
Raj Bhoga aroti: 12 noon to 12:45 pm
Vaikalya aroti: 4:30 pm to 4:45 pm
Sundhya aroti: 6 pm to 6:30 pm
Ratri Kalina aroti: 8:15 pm to 8:30 pm

There are also two scripture classes, one in the morning and one in the evening. The morning class is held from 7:45 am to 8:45 am and attended by the monks and a few guests. The average attendance is approximately 25 people. The evening class is from 7:15 pm to 8:15 pm with an average attendance of approximately 30 people. Days and times may vary depending on programming needs throughout the year.

Temple Building

The proposed 6,221 square foot Temple Building includes an altar area (accessed only by the monks and priests), the altar worship support area (accessed only by the monks and priests), and the large temple hall. The large hall is the public assembly area for religious service and programs.

Sunday School

The facility would include Sunday classes for children. The usually attendance is 20 to 30 students. The classes are held from 6 pm until 7 pm. There are also occasional special classes and craft and learning courses for children during the weekday evenings and on Saturdays. The classes are held in the classroom in the cultural hall.

Saturday and Sunday Evenings

Most of the Krishna Temple events and the largest attendance would be on Saturday and Sunday. There is a program on Sunday evenings that begins at 5:30 pm and ends at 8 pm. It consists of "bhajans" (devotional songs) performed on classical Indian instruments and a scripture class by one of the monks. The program is followed by a communal vegetarian dinner that is served in the dining hall. The attendance at the program varies from 100 to 250 people. The services are held in the main temple area. According to the size of the attendance, a communal dinner would be held in the dining hall in the cultural hall. On Saturday there is a smaller program, consisting of "bhajans" (devotional songs) performed on classical Indian instruments, a short talk by one of the monks, and a communal vegetarian dinner. The attendance on Saturdays varies from 20 to 50 people. The services would be held in the main temple area.

Dining Hall and Book Shop

The religious practices are strictly vegetarian with the added restrictions of no garlic, onions, mushrooms etc. Krishna Temples traditionally provided a dining hall where, for one fixed and modest price, congregation members and pilgrims visiting the temple can come for a simple lunch or dinner. The monks and staff also take their meals in the dining hall. The dining hall attendance is typically small because the food is vegetarian, with no onions, garlic, mushrooms, and no beer or other alcoholic beverages are served. The attendance is primarily members of the congregation and staff along with the few pilgrims who may be visiting the temple that day.

A book shop would provide religious books and associated paraphernalia for worship, Krishna posters, carvings etc. and open seven days a week from 11 am until 8:30 pm.

Classroom

There is a classroom in the cultural hall that would be used for Sunday school, yoga classes, weekday evening scripture classes, music lessons for classic Indian instruments etc.

Weddings

Generally weddings are held on Saturday and Sunday afternoon between 10 am and 9 pm. Alcohol is not served at any Krishna Temple functions. The average attendance at weddings is approximately 50 to 75 people and up to 100 on rare occasions.

Festivals

There are several special festivals that are held throughout the year. Janmastami in late August, Divali in mid-October, and Rama Navami in mid-April. The dates vary as the Krishna calendar goes by the moon. There are also several smaller festivals during the year. All festivals are held in the evenings, beginning at 6 pm and over by 9 pm. However, the Janmastami festival goes until midnight. On Janmastami people come and go throughout the evening as there are other Krishna temples in the San Diego area and many people like to visit a number of temples on Janmastami. The attendance at this largest event of the year is between 250 to 350 people at any given time during the event. The attendance at Divali and Rama Navami is expected to be between 200 and 250 people.

Private Apartments

The bedrooms in the cultural hall are only used for living quarters for the full-time staff of monks and the occasional overnight guest.

Caretaker's House

There is one small house on the property which serves as the residence of the farm caretaker and family.

Staff

The Krishna Temple staff are mostly volunteers that live off-site. There would be several monks as well as the farm caretaker and family that live on the project site.

The project proposes 72 parking spaces for the Krishna Temple and meets the number of parking spaces required for the project by the City of Escondido parking code, which requires 55 parking spaces. Each proposed residential unit would provide 2 parking spaces for a total of 20 parking spaces. The overall design and plotting of the individual homes have not yet been determined for the project and will require future design review by City staff.

The project is anticipated to start construction the second quarter of 2025 and be completed in the second quarter of 2026. The project proposes 104,260 square feet (2.38 acres) of landscaping throughout the development area, including the Krishna Temple and residential lots. The landscaping comprises approximately 9.52 percent of the 24.53-acre site. The proposed landscaping includes deciduous trees, evergreen shrubs, ground cover, sod, and a low flow irrigation system. The proposed landscape plan is shown in Figure 7, Proposed Landscape Plan.

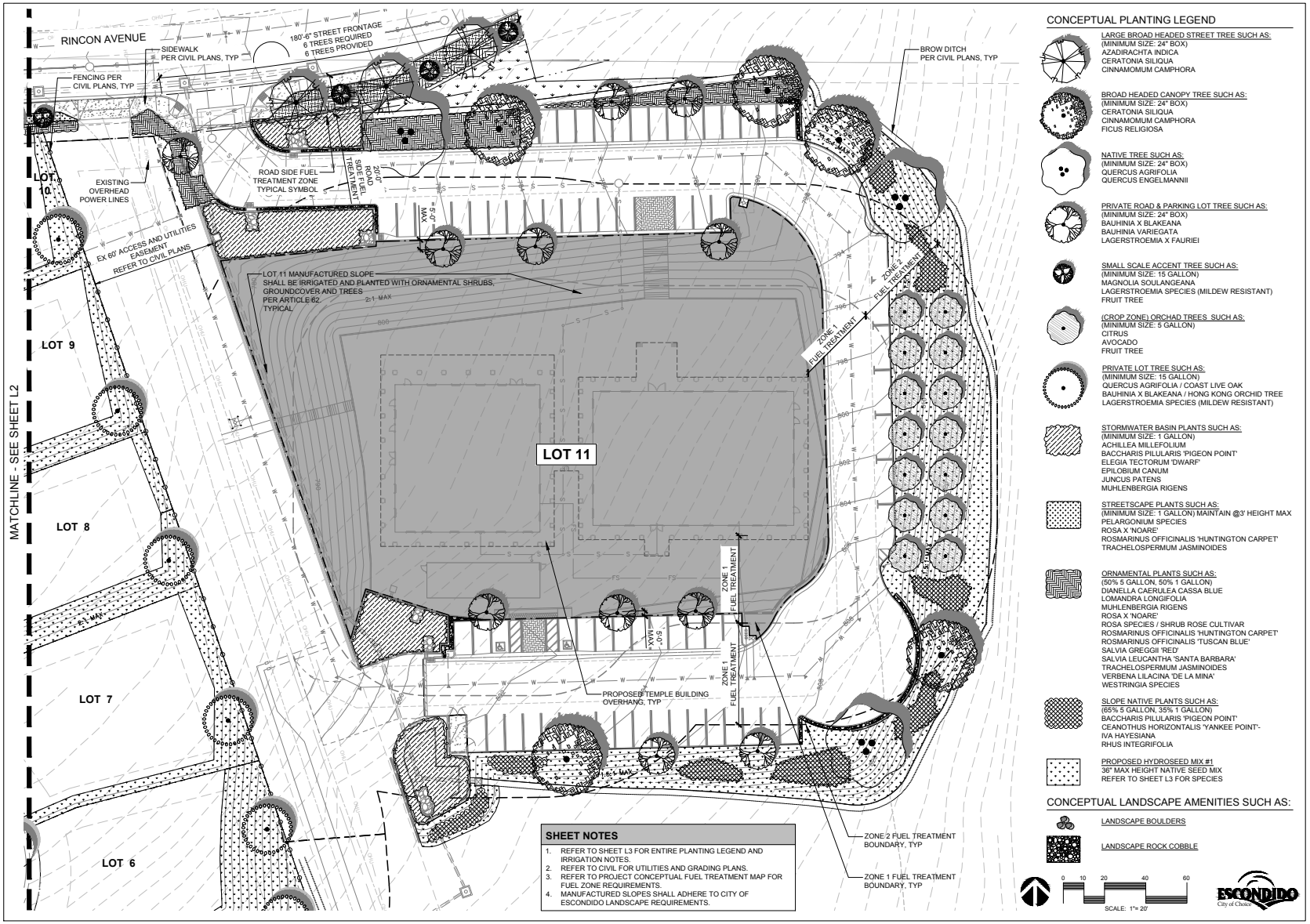
The project proposes to construct a 56 foot wide and 390 foot long private cul-de-sac that would extend south from Rincon Avenue and extend through and serve the 10 single-family residential units. All utilities that would serve the residential units, including sewer, water, natural gas, electricity, and telecommunication facilities would be constructed within the easement of the private cul-de-sac. An existing private road would continue south from the cul-de-sac and serve an existing private residence. The road would contain include sewer, water, natural gas and electricity for the private residence. Access to the Krishna Temple would be provided by a second on-site private road that would be 60 feet wide and extend approximately 100 feet onto the site south from Rincon Avenue. Both on-site private streets would be paved and developed to City design standards. All utilities for the Krishna Temple, including water, sewer, storm drain, natural gas, and telecommunication facilities would be constructed within the easement of the private road to the Krishna Temple. Grading on the site would be balanced with 30,000 cubic yards of cut and 30,000 cubic yards of fill. The proposed site plan is shown in Figure 8, Site Plan. Grading Exemptions for slopes up to 26 feet in height also are proposed

9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site are shown in Table 1. Figure 9, On-Site Land Uses shows photographs of the on-site land uses. Figure 10, Surrounding Land Uses, shows photographs of the existing land uses adjacent to and surrounding the site. Figure 11, Photo Orientation Map, is a map that shows the locations of the photos in Figures 9 and 10.

Table 1
Surrounding Land Uses

	Land Use	General Plan	Zoning
Project Site	Vacant with 1 single-family residence	Estate II	R-E
North	Commercial nursery, single-family residential units in City of Escondido and County of San Diego	Suburban (S) and Estate II	R-1 and County
South	Single-family residential subdivision	Estate II	(PD) Planned Development
East	Vacant open space/agricultural in County of San Diego	Estate II	County Zoning
West	Single-family residential subdivision, open space	Estate II	R-E

Figure 7 Landscape Plan

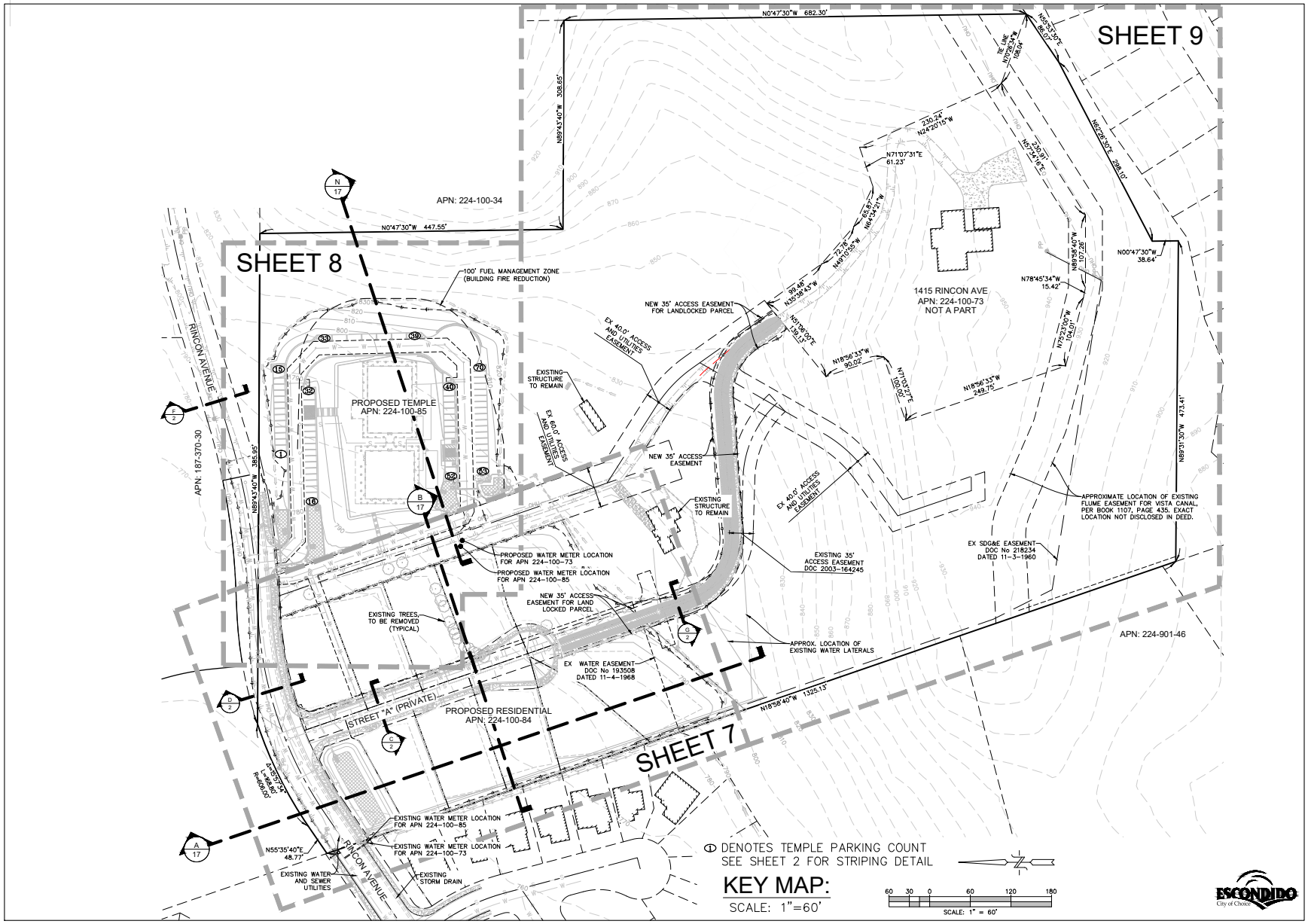


Source: KTUA

FIGURE 7

Landscape Plan

Figure 8 Site Plan



Source: REC Consultants, Inc.

FIGURE 8
Site Plan

Figure 9 On-Site Land Uses

A. *Area of site proposed for residential units*

B. *Area of site proposed for Krishna Temple*

FIGURE 9
On-Site Land Uses

Figure 10 Surrounding Land Uses

C. *Existing nursery north of site*

D. *Open space adjacent to and east of the site*

E. *Residential subdivision west of site*

G. *Residential subdivision south of site*

Figure 10

Surrounding Land Uses

Figure 11 Photo Orientation Map

Source: Google Earth

Figure 11
Photo Orientation Map

10. **Other Public Agencies Whose Approval is Required:** Approval of the project would require the approval of a number of discretionary actions. According to Sections 15050 and 15367 of the CEQA Guidelines, the City of Escondido is designated as the Lead Agency for the project. Responsible agencies are those agencies that have discretionary approval authority over one or more actions involved with the development of a proposed project. The Regional Water Quality Control Board (RWQCB) is a responsible agency for the project. Trustee agencies are state agencies having jurisdiction by law over natural resources affected by a proposed project that are held in trust of the people of the State of California.

11. **Required Discretionary Approvals for the Proposed Project:** The following list indicates the various discretionary actions that would be required to implement the proposed project and the agencies that would grant discretionary approval for these actions. The discretionary project approvals required from the City of Escondido include the following:

    - Tentative Subdivision Map and Density Bonus – File No. PL23-0130
    - Conditional Use Permit – File No. PL23-0129
    - Design Review Permit – File No. PL25-0086
    - Development Agreement – File No. PL25-0085
    - Grading Exemptions by the City of Escondido
    - NPDES Construction Activities Storm Water General Permit by the San Diego Regional Water Quality Control Board

12. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Pursuant to AB 52 and Public Resources Code § 21080.3.1, the City of Escondido sent a 30-day notification letter on September 21, 2023 to the following tribes:

    - San Luis Rey Band of Mission Indians
    - Soboba Band of Luiseño Indians
    - Rincon Band of Luiseño Indians
    - Mesa Grande Band of Mission Indians
    - San Pasqual Band of Mission Indians

    The City received responses from San Pasqual, San Luis Rey, and Rincon expressing interest in engaging in consultation pursuant to AB 52. City staff met with San Pasqual via teams on January 17, 2024 to discuss the project, and any potential issues that may arise during grading of the site. On November 3, 2024, San Pasqual concluded consultation. City staff met with Rincon on March 21, 2024, and conducted a site visit along with City staff on April 09, 2024. Rincon provided recommendations on the proposed mitigation measures which have been incorporated into this Draft IS/MND. Rincon concluded consultation on March 28, 2025. City staff met with San Luis Rey on December 01, 2023, and on March 11, 2025. San Luis Rey concluded consultation on April 01, 2025, and recommended the proposed mitigation measures which have been incorporated into this Draft IS/MND.

    Previous Site History

    APN 224-100-85-00 (1365 Rincon Avenue)

    A Conditional Use Permit (Case No. 99-50-CUP) previously was approved in 2000 by the Escondido City Council for the proposed ISKCON Cultural Center on the 20.33-acre project site (APN 224-100-85-00). The Conditional Use Permit consisted of a 32,000 square-foot cultural hall with an auditorium,

classrooms for K-8 school (up to 24 students), kitchen and book shop. The Project also included a 7,200 square foot dormitory for temple monks and nuns, along with 224 on-site parking spaces. The Project was never constructed and the Conditional Use Permit subsequently expired. A Final Mitigated Negative Declaration (City File No. ER 99-31) was adopted for the proposed Project. A Vegetation Removal Permit (City File No. 2002-02-VRP) was approved in 2002 along with a request for a Habitat Loss 4(d) Permit for removal of 2.22 acres of the existing 11.99 acres of Coastal Sage Scrub habitat associated with the construction of the ISKCON Cultural Center. Mitigation Measures were required pursuant to the Natural Communities Conservation Program (NCCP) guidelines. The removal of 2.2 acres of habitat required purchase of credits within a pre-approved mitigation bank, and the Project applicant purchased 2.2 acre of habitat credits from the City's Daley Ranch Conservation Bank in 2003.

Daley Ranch Conservation Bank

2.22 acres of Chaparral / Coastal Sage Scrub Credits were purchased from the Daley Ranch Conservation Bank in 2003 (Transaction No. 21).

Deed Restriction

The Sri Radha Krishna and Sri Balaji Temple recorded a deed restriction (document no. 2003-0164244) to preserve and protect from human intrusion 9.77 acres of Diegan coastal sage scrub habitat on the subject property. The deed restriction was to preserve and protect from human intrusion the 9.77 acres of habitat that remains outside the development footprint of the Sri Cultural Center facilities and the four (4) individual parcels along the west side of the Property created by Vesting Tentative Parcel Map.

Tentative Parcel Map No. 2002-01

A Tentative Parcel Map (City file no. TPM 2002-01 for four 20,000 square-foot single-family residential lots was approved on the 4.20-acre parcel (APN 224-100-84-00). A Final Map was never recorded and the permit also subsequently expired.

13. Acronyms:

ACM - Asbestos Containing Materials
ACCM - Asbestos Construction Containing Materials
ADA - American with Disabilities Act
ALUC - Airport Land Use Commission
ALUCP - Airport Land Use Compatibility Plan
AQMP - Air Quality Management Plan
BMP - Best Management Practice
CAP - Climate Action Plan
CAPCOA - California Air Pollution Officers Association
CARB - California Air Resources Board
CEQA - California Environmental Quality Act
CIWMD - California Integrated Waste Management District
CMP - Congestion Management Plan
CNEL - Community Noise Equivalent Level
CUP - Conditional Use Permit
dB - Decibel
dBA - A weighted sound level
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DOSH - Division of Occupational Safety and Health Administration
DOT - Department of Transportation
DP - Development Plan
DTSC - Department of Toxic Substance Control
DWR - Department of Water Resources
EFD - Escondido Fire Department
EIR - Environmental Impact Report
EPD - Escondido Police Department
EOP - Emergency Operations Plan
EUSD - Escondido Union School District
FAA - Federal Aviation Agency
FEMA - Federal Emergency Management Agency
FHWA - Federal Highway Administration
FMMP - Farmland Mapping and Monitoring Program
GIS - Geographic Information System
GHG - Greenhouse Gas
GP - General Plan
GPU - General Plan Update
HARRF - Hale Avenue Resources Recovery Facility
HCM - Highway Capacity Manual
HCOC - Hydrologic Conditions of Concern
HCP - Habitat Conservation Plan
HRA - Health Risk Assessment
IS - Initial Study
LBP - Lead-Based Paint
LEQ - Equivalent Sound Level
LHMP - Local Hazard Mitigation Plan
LID - Low Impact Development
LOS - Level of Service
LST - Localized Significance Threshold
MBTA - Migratory Bird Treaty Act
MCUP - Minor Conditional Use Permit
MM - Mitigation Measure
MHCP - Multiple Habitat Conservation Plan
MSCP - Multiple Species Conservation Plan
MWD - Metropolitan Water District
NAHC - Native American Heritage Commission
NCCP - Natural Communities Conservation Plan
NOI - Notice of Intent
NPDES - National Pollutant Discharge Elimination System
OEM - Office of Emergency Services
OSHA - Occupational Health and Safety Administration
OPR - Office of Planning & Research, State
PEIR - Program Environmental Impact Report
PPV - Peak Particle Velocity
PW - Public Works
PWQMP - Preliminary Water Quality Management Plan
RAQS - Regional Air Quality Strategy
RCP - Regional Comprehensive Plan
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RDD - Rincon del Diablo Municipal Water District
RMS - Root Mean Squared
RTIP - Regional Transportation Improvement Plan
RTP - Regional Transportation Plan
RWQCB - Regional Water Quality Control Board
SANDAG - San Diego Association of Governments
SCAG - Southern California Association of Governments
SCH - State Clearinghouse
SCS - Sustainable Community Strategy
SDAB - San Diego Air Basin
SDAPCD - San Diego Air Pollution Control District
SDG&E - San Diego Gas & Electric
SEIR - Supplemental Environmental Impact Report
SWPPP - Storm Water Pollution Prevention Plan
SWRCB - State Water Resources Control Board
TAC - Toxic Air Contaminant
UBC - Uniform Building Code
USFWS - United States Fish and Wildlife
USGS - United States Geologic Survey
UWMP - Urban Water Management Plan
VdB - Vibration Level for a Vibration Source
VMT - Vehicle Miles Traveled
WQMP - Water Quality Management Plan

14. Environmental Factors Potentially Affected:

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

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

15. Determination: (To be completed by the Lead Agency)

Based on this initial evaluation:

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

☒ I find that although the proposed project could have a significant impact 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 on the environment, 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 an earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but 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: _____ Date: April 1, 2025

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

16. Explanation of Issues:

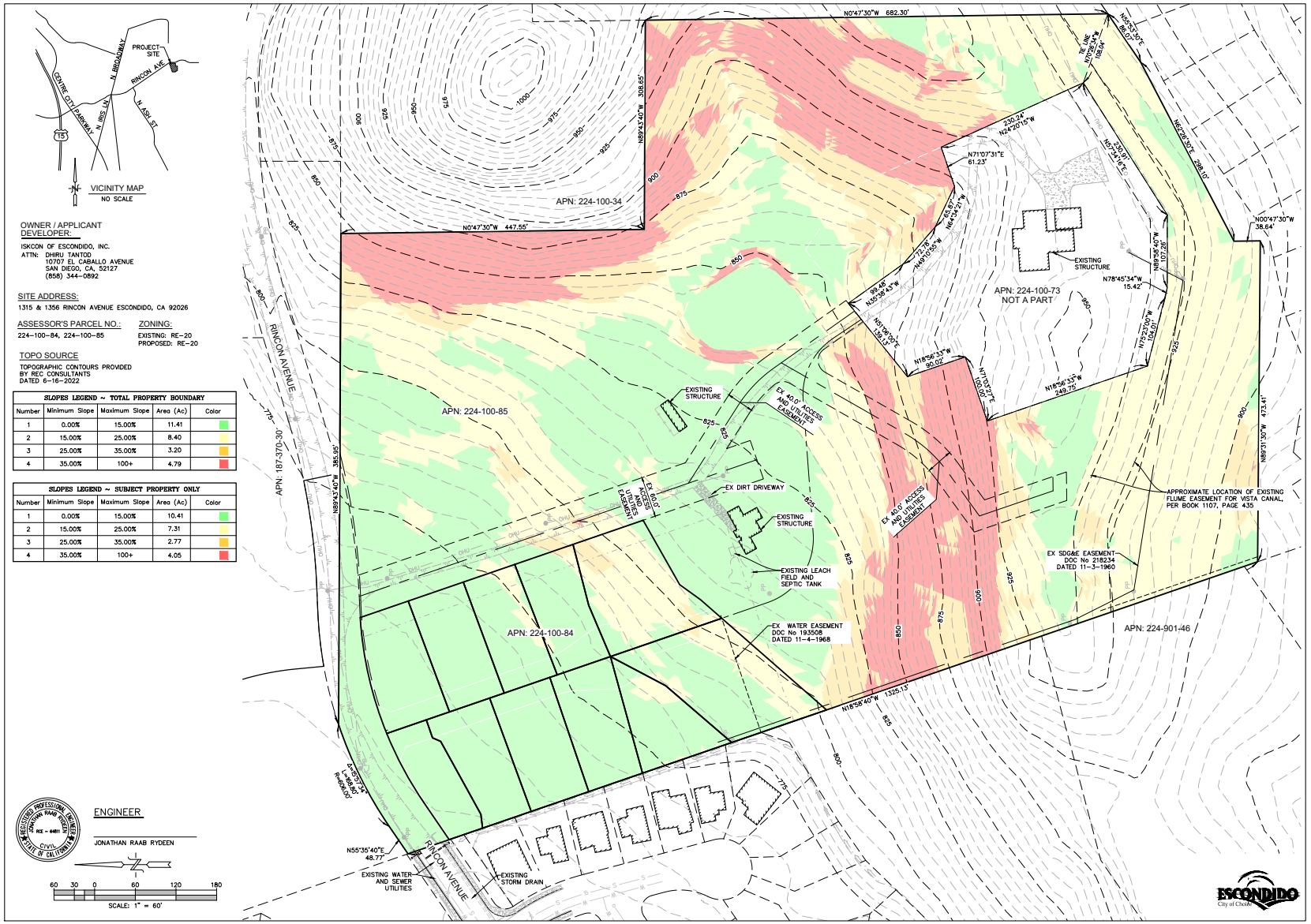
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) ***Have a substantial adverse effect on a scenic vista?*** **Less Than Significant Impact.** The project site is vacant except for a single-family residence near the center of the site. The topography on the site ranges from a high of approximately 955 feet above mean sea level in the middle of the site near the southern project boundary to a low of approximately 755 feet above mean sea level near the northwest corner of the site adjacent to Rincon Avenue. The property has an elevation difference of approximately 200 feet. Figure 12, Slope Map shows the slopes on the site. Proposed development would be situated towards the northern, less steep areas of the project site. The area of the site that is proposed for development ranges from 0% to a maximum of 25% slope. Figure 12, Slope Map also shows the existing slope on the area of the site that is proposed for development is less than 15%.

Figure 12 Slope Map



Source: REC Consultants, Inc.

FIGURE 12

Slope Map

In Figure 13, Ridgelines, the City of Escondido General Plan shows a designated Intermediate Ridgeline south of the project site. The existing slopes and ridgelines located offsite and adjacent to and surrounding the property are not designated as a scenic vista by the Escondido General Plan.

The following policies from the Escondido General Plan Resource Conservation Element and Land Use and Community Element related to visual resources are applicable to the project.

Resource Conservation Element - Goal 3

- "Preservation of significant visual resources such as ridgelines, hillsides, and viewsheds serve as a scenic amenity and contribute to the quality of life for residents."

Visual Resources Policy 3.1

- Preserve significant visual resources that include unique landforms (e.g., skyline ridges, intermediate ridges, hilltops, and rock outcroppings), creeks, lakes, and open space areas in a natural state, to the extent possible.

  The intermediate ridgeline that is south of the project is visible from the site. The project development is located approximately 450 feet to the ridgeline from the southernmost portion of the project and approximately 1,000 feet to the ridgeline from the northernmost portion of the project. However, the project does not propose any improvements that would impact the ridgeline or views of the ridgeline from areas north of the site. The ridgeline is south and off the project site and would remain in its existing condition with the development of the project. An existing rock outcrop is located towards the southwestern area of the subject site and would be avoided and is not within the development envelope.

Visual Resources Policy 3.2

- Require new development to avoid obstructing views of, and to minimize impacts to, significant visual resources through the following: creative site planning; integration of natural features into the project; appropriate scale, materials, and design to complement the surrounding natural landscape; clustering of development to preserve open space vistas and natural features; minimal disturbance of topography; and creation of contiguous open space networks.

The project proposes to locate the proposed Krishna Temple and residential units on the northern portion of the 24.53-acre site close to Rincon Avenue and would not disturb the existing natural and undisturbed areas within the middle and southern portion of the property. The Krishna Temple main sanctuary building is 33' 10" in height with the central tower feature up to 48 feet in height. The maximum height of the Krishna Temple projection is 48 feet. The Temple residence building would be up to 22' in height. The design and plotting of the future residential units are not part of this project, and would require City staff level design review. In accordance with Chapter 33 Zoning, Table 33-107 of the Escondido Municipal Code, the RE zone would allow residential structures up to 35 feet in height. Motorists on Rincon Avenue adjacent to and north of the project would continue to have direct views of the Intermediate Ridgeline south of the project and other areas off the site. Because the project proposes to locate the proposed development on the northern area of the site the existing open space, natural habitat and features and topography on the southern portion would be preserved and maintained. The existing visual resources adjacent to the project would not be significantly impacted by the project.

Figure 13 Ridgelines

Source: City of Escondido

FIGURE 13
Ridgelines

Visual Resources Policy 3.3

- Maintain density and development standards designed to protect significant visual resources such as existing terrain, steep slopes, floodways, habitat areas, and ridgelines, and to minimize visual impacts of grading and structures.

The project meets the development design guidelines for the site, including property that is less than 15% slope. The project is not in a designated floodway and preserves the established habitat areas on the property. Grading Exemptions are requested for slopes in excess of 20 feet in height. These proposed slopes would not block or affect any existing or significant views. The slopes would be landscaped in accordance with the City's Landscape Ordinance (Zoning Code Article 62).

Visual Resource Policy 3.5

- Regulate development on intermediate ridges, hilltops, and hillsides to preserve the natural appearance and landform, and minimize impacts on terrain with a slope greater than 15 percent subject to the following requirements:

1. Intermediate Ridges and Hilltops

a) Prepare landscaping plans that minimize the visual impact of the development from adjoining properties and the valley floor.

The proposed landscape plan was shown previously in Figure 7, Landscape Plan. The landscape design includes landscaping for both the Krishna Temple and the residential lots and would be vegetated with a variety of vegetation and landscape materials to buffer the site from motorists on Rincon Avenue and surrounding land uses.

b) Concentrate development in subordinate or hidden locations, which shall not project above the natural landform.

None of the proposed development would extend above the existing ridgelines and other topographic features that are off-site and adjacent to the project site, including the intermediate ridgeline south of the site as shown previously in Figure 13, Ridgelines. The difference in elevation of the finished pad of the Temple to the intermediate ridgeline to the south is approximately 98 feet.

The density of the project is consistent with the existing Estate II land use that allows a density of 2 dwelling units/1 acre on land that is less than 25% slope. The project site has a slope of approximately 15% and proposes 10 dwelling units on approximately 5-acres. Therefore, the project is consistent with the Estate II land use designated for the site by the Escondido General Plan.

c) Prepare grading plans that minimize disruption of the natural landform and vegetation.

The grading plan proposes approximately 30,000 cubic yards of cut and 30,000 cubic yards of fill. All project grading would be balanced on the site. The project proposes to maintain the existing topography as much as possible to protect and maintain the existing natural landforms on the site. The project proposes to maintain and not disturb the vegetation on the area of the site that is south of the area proposed for the Krishna Temple and residential units.

d) Allow development on intermediate ridges only in association with the preservation of significant open spaces, habitat, cultural resources, or agricultural uses within the same project.

There are no defined scenic resources on the site associated with a ridgeline, natural vegetation, agriculture, cultural resources, or extensive rock outcroppings. Rather, the project proposes to develop the flatter areas of the site that are located on the northern portion of the site closest to Rincon Avenue. The project proposes to preserve and maintain the open space and habitat on the central and southern areas of the site.

2. Slopes Greater than 15 Percent

a) Locate development to avoid potentially hazardous areas and environmentally sensitive areas, as well as to avoid dislocation of any unusual rock formations or any other unique or unusual geographic feature.

The slope on the site is less than 15 percent as shown previously in Figure 12, Slope Map. The residential units and the Krishna Temple are proposed for the flatter areas of the site and avoid the environmentally sensitive areas on the central and southern areas of the site. As discussed in Section "V a" below of this MND, there is a rock outcropping with a milling site on the project site. However, this rock outcropping and milling site are within an open space area on the site that is proposed to be preserved and not disturbed by the project. There are not any unusual rock formations or other unique or unusual geographic features on the area of the site that is proposed for development or would be directly impacted by the project.

b) Design development to minimize grading requirements by incorporating terracing, padding, and cut-and-fill grading that conforms to the natural contours of the site and protects the visual continuity of the hillsides.

The grading plan proposes approximately 30,000 cubic yards of cut and 30,000 cubic yards of fill. All project grading is proposed to be balanced on the site. The grading plan proposes to minimize grading and contour the site as much as possible to match the existing on-site contours and protect the existing visual qualities of the site rather than mass grade the site to create flat building sites. Grading Exemptions are requested for manufactured slopes in excess of 20 feet in height (maximum cut slope of 32 feet and maximum fill slope of 23 feet), in accordance with the City Grading Ordinance (Zoning Code Article 55).

c) Landscape the site with existing trees and other natural vegetation, as much as possible, to stabilize the slopes, reduce erosion, and enhance the visual appearance of the development.

As shown on the landscape plan in Figure 7, Landscape Plan, the project proposes to retain approximately 19-acres, or 77 percent of the site in existing natural condition, which includes the native vegetation, trees, and plant materials within that generally undisturbed area. The project proposes to focus the development of the Temple and the 10 single-family dwelling units on the northern portion of the site and protect the existing native vegetation and open space on the central and southern area of the site. Maintaining approximately 19-acres of existing natural area and vegetation on the site would reduce potential runoff and erosion and maintain the existing visual characteristic and appearance of the site.

d) Minimize the visual impact of development on adjoining residential areas to the extent feasible.

There is an existing residential subdivision adjacent to and west and south of the project. Vacant open space is located adjacent to and south and east of the site. A commercial nursery is located north of the site, north of Rincon Avenue. The residential units are proposed for the northwest area of the site and would be located adjacent to the existing single-family homes to the west. Due to the existing topography the proposed residential units would be approximately five feet higher in elevation than the existing residents to the west. An existing 6-foot-tall masonry wall would separate the two projects. As stated

above, the project proposes to contour grade the site to minimize the visual impact of the project from adjacent surrounding properties and motorists on Rincon Avenue. The project would not impact any existing views of the intermediate ridgeline that is located south of and off the project site.

4.0 DISCUSSION OF ENVIRONMENTAL IMPACTS

The development of the project as proposed would be consistent with the General Plan Resource Conservation and Land Use and Community Elements, which would ensure that visual impacts to the intermediate ridgeline would be less than significant level. Therefore, impacts to a scenic vista would be less than significant.

b) ***Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway****?* **No Impact.** There are no Officially Designated or Eligible State Scenic Highways[1] and no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway either adjacent to or in direct view from the site that would be removed or altered by the project. The project would not impact a state scenic resource.

c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is in an urbanized area.[2] The project site has an existing single-family residence on the property that is not a part of the project and would remain in its existing condition. The architecture of the proposed Krishna Temple is Krishna Temple and the architecture of the single-family homes would be determined by the individual home owner at the time of construction. New landscaping is proposed along the south side of Rincon Avenue and throughout the residential lots and the proposed Krishna Temple and along the two private driveways.

Building renderings of the proposed Krishna Temple are shown in Figure 14, Krishna Temple Rendering. As shown, the architectural design of the Krishna Temple includes detailed and articulated detailing with projections, pillars, and recesses to avoid long and plain surfaces. Building massing would be further minimized with using differentiated building materials, and colors and the incorporation of architectural features. The design and Krishna Temple architecture of the building along with landscaped building setbacks would minimize aesthetic impacts of the project from surrounding properties and motorists on Rincon Avenue and area roadways that serve the site.

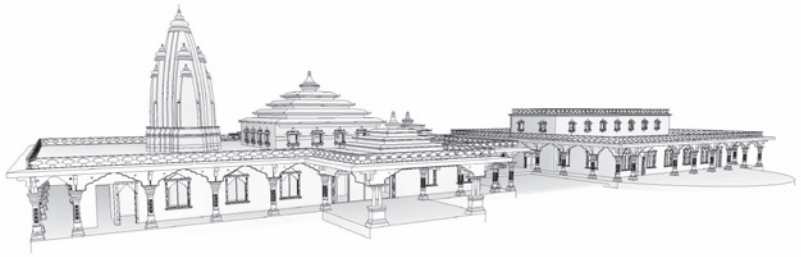
Figure 15 shows cross-sections “A” and “B” of the Temple and residential units and residential units only that are shown on the site plan in Figure 8. As shown, the residential units are proposed to be stepped up as the residential lots move south away from Rincon Avenue with Lot 1 at elevation 764 and Lot 5 at elevation 783, a height difference of 19 feet. Cross-section “B” shows the Temple proposed at an elevation of 802 feet above sea level and the remaining development for the Temple steps down as the development moves south away from Rincon Avenue.

There are no City designated scenic resources on the project site. The designated intermediate ridgeline that is south of the project site would not be impacted by the project.

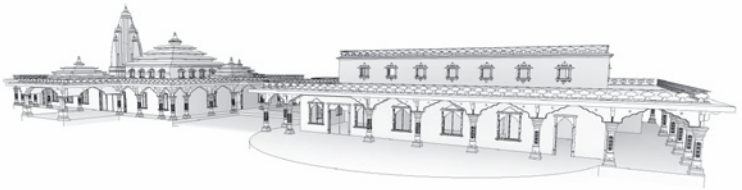
d) ***Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*** **Less Than Significant Impact**. The only sources light or glare on the site is from an existing single-family residence near the middle of the site. Existing residential and commercial development adjacent to the project site along with traffic on Rincon Avenue adjacent to the site generate

[1] State of California Officially Designated State Scenic Highways, http://www.dot.ca.gov/hq/LandArch/scenichighways/
[2] CEQA Guidelines §15387.

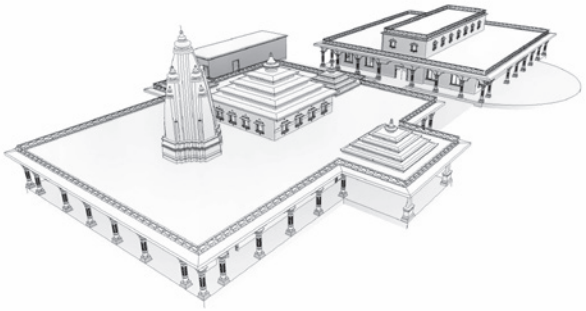
Figure 14 Krishna Temple Renderings



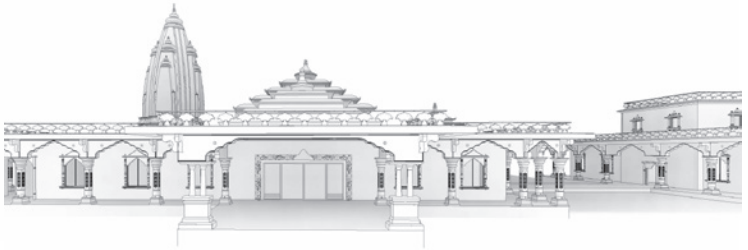
NORTHWEST PERSPECTIVE VIEW



NORTHEAST PERSPECTIVE VIEW



NORTHWEST BIRDS EYE VIEW

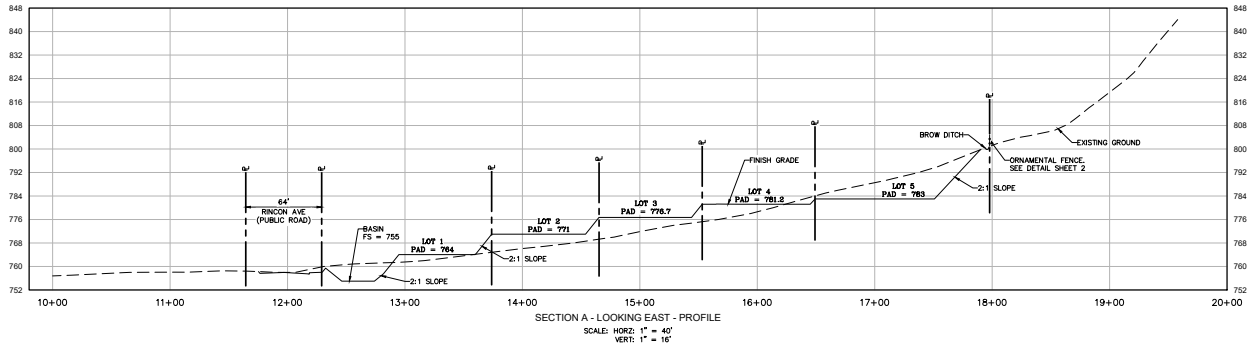


ENTRY EYE LEVEL VIEW

Source: Platt/Whitelaw Architects, Inc.

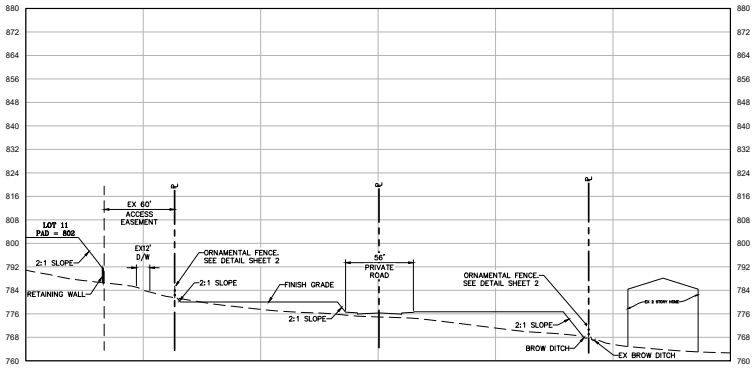
FIGURE 14
Krishna Temple Renderings

Figure 15 Krishna Temple and Residential Cross-Sections



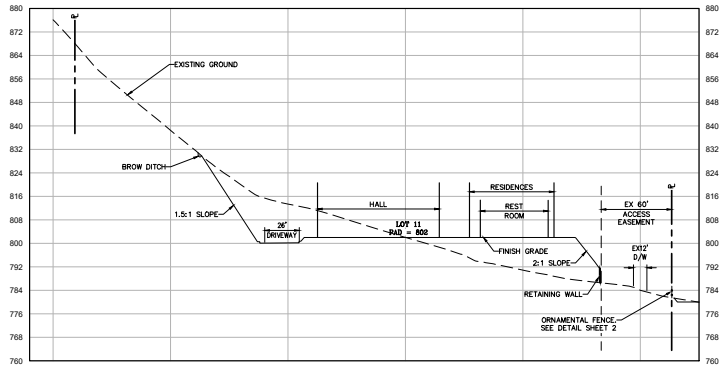
SECTION A - LOOKING EAST - PROFILE

SCALE: HORZ: 1" = 40'
VERT: 1" = 16'



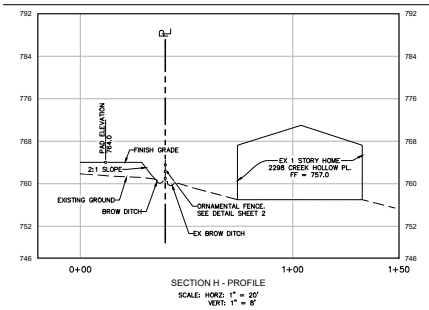
SECTION B - LOOKING SOUTH - PROFILE

SCALE: HORZ: 1" = 40'
VERT: 1" = 16'



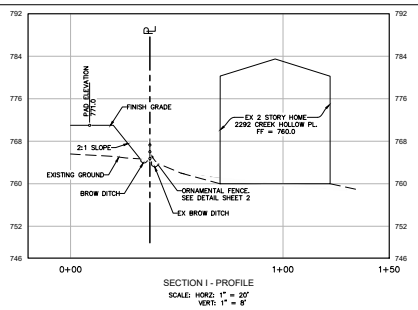
SECTION N - LOOKING SOUTH - PROFILE

SCALE: HORZ: 1" = 40'
VERT: 1" = 16'



SECTION H - PROFILE

SCALE: HORZ: 1" = 20'
VERT: 1" = 8'



SECTION I - PROFILE

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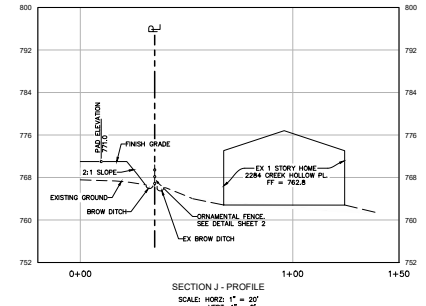

SECTION J - PROFILE

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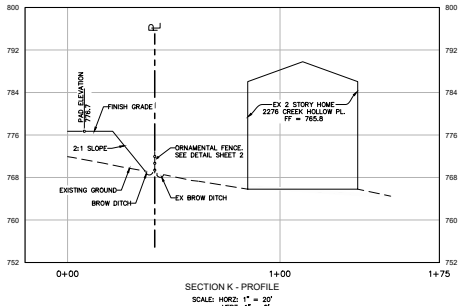

SECTION K - PROFILE

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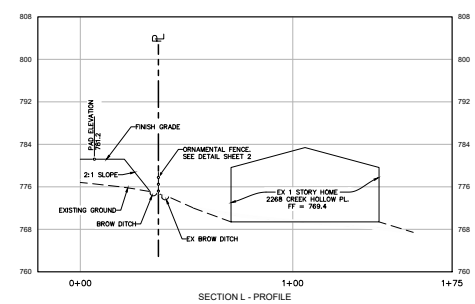

SECTION L - PROFILE

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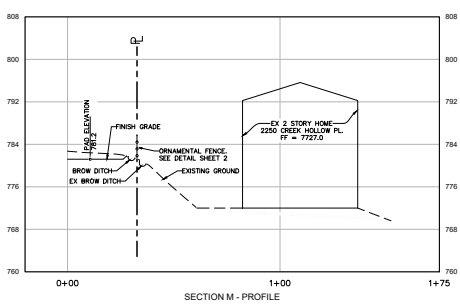


SECTION M - PROFILE

SCALE: HORZ: 1" = 20'
VERT: 1" = 8'

FIGURE 15

Krishna Temple and Residential Cross-Sections

light and glare to the area. Therefore, light and glare is not new or unique to the project site or the adjacent surrounding areas.

Light

The proposed residential development would generate light the same as the other existing residential development west and south and adjacent to the site. The sources of light generated by the project include City required streetlights along the private cul de sac that would serve the residential units and the private road that would serve the Krishna Temple, interior and exterior lighting of the residential units along with any landscape lighting, etc.

The proposed Krishna Temple would be minimally attended during the week and would generate lighting during the morning and evening hours from lights within the Krishna Temple, any required street lights along the project frontage, parking lot lighting, cars in the parking lot and cars entering and leaving the site. Most of the lighting that would be generated from the Krishna Temple throughout the year would be on Saturday and Sunday during the hours from 4:30 pm to 8:30 pm. The Krishna Temple would host special events throughout the year on a special request basis, but nothing that would be regularly scheduled. Lighting for the Krishna Temple and the residential units would be required to meet and comply with all applicable lighting provisions in Escondido Municipal Code Chapter Section 33.912 – Lighting.

The maximum height of the Krishna Temple is proposed to be approximately 48' at the top of the Shikahara. The project proposes to shine a light focused on the "chakra" (wheel) on the top of the temple spire / shikhara so that the chakra is visible. The "chakra" will be lit at night and will be set on a timer in order to comply with the City of Escondido's Municipal Code night lighting requirements. The Shikahara itself would not be lit. Light generated by the Krishna Temple would be visible from the areas adjacent to and surrounding the Krishna Temple, including the residential development west, northwest, northeast and south of the site. While the existing residential developments west and northwest of the site would be able to see the nighttime lights of the Temple, the closest residence is more than 500 feet from the Krishna Temple. The residences south of the site are more than 900 feet from the Krishna Temple and lower in elevation and would not directly see the Krishna Temple. The closest residence northeast of the site is more than 400 feet from the Krishna Temple and their view is blocked by existing trees and vegetation.

The lighting proposed by the project would not significantly impact other existing residential and commercial development (nursery) in the immediate project vicinity because the lighting for the project would be required to meet and comply with the lighting requirements by the Escondido Municipal Code Chapter 133, Section 33.912 – Lighting is designed to be compatible with other similar uses in the area.

There would be an incremental increase in nighttime lighting in the immediate project vicinity due to the nighttime operations of the Krishna Temple, interior and exterior lights of the residential units and headlights of project generated traffic. Rincon Avenue and the other roadways that would serve the project have nighttime lighting with existing traffic on the roadways and the light generated by the project traffic would incrementally increase the number of nighttime lights on those roads. However, nighttime lights on those roads from project traffic would not be new or unique to the area. While the project would incrementally increase the amount of nighttime traffic on area roadways, the increase in traffic lighting would not significantly impact the existing land uses adjacent to those roadways.

Because light currently exists within the immediate project vicinity, the lights generated by the project would not be new or unique to the project vicinity and all project lighting must meet and comply with the lighting requirements of Escondido Municipal Code Chapter 133, Section 33.912 – Lighting. The project would not have any significant lighting impacts.

Glare

Glare from the windows and metal surfaces of the proposed residential units and the Krishna Temple could impact adjacent land uses that are glare-sensitive. However, the proposed residential units would not be out of character with other existing residential homes in the immediate project vicinity and as a result are not anticipated to have any significant glare impacts. As shown in the building elevations for the proposed Krishna Temple, no large windows or other glare producing materials are proposed that would significantly impact area residents or businesses due to glare. The Krishna Temple windows are recessed and would minimize glare. The building design and materials proposed for the Krishna Temple and recessed glazing would minimize and/or reduce glare from extending onto existing surrounding land uses.

While the project would increase the amount of light and glare in the immediate vicinity of the project, the light and glare impacts to the adjacent land uses and motorists on area roadways that would serve the project would be less than significant.

II. AGRICULTURE and FORESTRY 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 Department of Conservation as an optional model to use in assessing impacts on agricultural 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:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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?*** **No Impact.** The project site is vacant, except for the building foundations of a couple outbuildings and a single family residence. There are no defined agricultural uses on the site. The site is designated "Other Land" by the State of California Department of Conservation[3] as of 2018, which means the site is "not included in any other mapping category. Common examples of Other Land include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres".[4]

The adjacent property to the north is a commercial nursery and designated Unique Farmland, the residential property northeast of the site is designated Urban and Built-Up Land, the vacant land to the east is designated Unique Farmland, the single-family subdivision to the south is Urban and Built-Up Land and the vacant open space west of the site is designated Farmland of Local Importance and the residential subdivision to the west is designated Urban and Built-Up Land.

The project would not convert any prime, unique, or farmland of statewide importance to non-agricultural use or impact any adjacent designated farmland. Therefore, the project would not have any impacts to prime, unique, or farmland of statewide importance.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?*** **No Impact.** The project site is not in a Williamson Act contract. The project site is zoned R-E, which allows some types of agriculture as a permitted use and other agriculture use with a conditional use permit. The project would not conflict with agricultural use on the site since there is no agricultural use on the property. The project would also not conflict with a Williamson Act contract since the project site is not under 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))?*** **No Impact.** There are no timberland or forests in the City of Escondido. The City does not have any zoning that allows forest or timberland. The project would not impact any forest or timber production since there is no forest or timber production on the site and the Escondido Municipal Code does not allow forest or timber production within the city.

d) ***Result in the loss of forest land or conversion of forest land to non-forest use?*** **No Impact.** See Response to Section "II.c" above of this MND.

e) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?*** **No Impact.** As discussed in Section "II.a" above of this MND, the project would not result in the loss of any farmland, either individually or cumulatively and would not have any impacts to farmland.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**

[3] https://maps.conservation.ca.gov/DLRP/CIFF/.
[4]https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** An air quality, global climate change and energy impact analysist[5] was prepared for the project. A copy of the report is included in Appendix A of this MND

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. The San Diego County attainment status is shown in Table 3.

Table 2
State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.

[5] ISKCON of Escondido, Air Quality, Global Climate Change and Energy Analysis, October 17, 2023 Revised.

Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3/24-hour 20 µg/m^3/annual	150 µg/m^3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3/24-hour 12 µg/m^3/annual	
Sulfates	25 µg/m^3/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m^3/30-day	0.15 µg/m^3/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.
Source: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf			

Table 3
San Diego County Air Basin Attainment Status

Pollutant	Federal Designation	State Designation
Ozone (8-hour)	Nonattainment	Nonattainment
Ozone (1-hour)	Attainment[1]	Nonattainment
CO	Attainment	Attainment
PM10	Unclassifiable[2]	Nonattainment
PM2.5	Attainment	Nonattainment[3]
NO2	Attainment	Attainment
SO2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified

Visibility	(No federal standard)	Unclassified
Source (Federal and State Status): https://www.sdapcd.org/content/sdapcd/planning/attainment-status.html		
(1)	The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.	
(2)	At the time of designation, if the available data do not support a designation of attainment or nonattainment, the area is designated as unclassifiable.	
(3)	The California Air Resources Board (CARB) has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal PM2.5 standards, the data completeness requirements for state PM2.5 standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. APCD has begun replacing most regional filter-based PM2.5 monitors as they reach the end of their useful life with continuous PM2.5 air monitors to ensure collected data meets stringent completeness requirements in the future. APCD anticipates these new monitors will be approved as "CAS" monitors once CARB review the list of approved monitors, which has not been updated since 2013.	

As shown in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O3 8-hour) and suspended particulates (PM10 and PM2.5). Currently, the Basin is in attainment with the national ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO2), and nitrogen dioxide (NO2).

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency (CEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The California Ambient Air Quality Standards (CAAQS) for criteria pollutants were shown previously in Table 2. Furthermore, the motor vehicle emission standards established by CARB include compliance with the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020). The SAFE Rule sets fuel economy and carbon dioxide standards that increase 1.5 percent in stringency each year from model years 2021 through 2026 and apply to both passenger cars and light trucks. CARB. It also sets fuel specifications to further reduce vehicular emissions. The SAFE Rule was repealed on December 21, 2021.

The San Diego Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the San Diego Air Basin is in attainment with the ambient air quality standards for CO, lead, SO2, NO , and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the San Diego Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

In 2004, the California Air Resources Board (CARB) adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they also have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

San Diego Air Pollution Control District

The SDAPCD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SDAPCD works directly with the San Diego Association of Governments (SANDAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

Air Quality Management Plan

The SDAPCD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when

necessary. The SDAPCD is directly responsible for reducing emissions from stationary, mobile, and indirect sources.

The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by the CARB or the EPA. In addition, the SDAPCD along with the CARB maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County, including one at Camp Pendleton. These stations are used to measure and monitor criteria pollutant levels to determine the attainment status of the pollutants within the Air Basin.

The SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state ozone standards with control measures focused on Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOX). Currently, the County is in "nonattainment" status for federal and state O3 and State PM10 and PM2.5. An attainment plan is available for only O3. The RAQS was adopted in 1992 and has been updated as recently as 2016 which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NOX and VOCs emissions, which reduces ozone and clarifies and enhances emission reductions by introducing three new VOC and four new NOX reduction measures. NOX and VOCs are precursors to the formation of O3 in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous three calendar years.

The 2022 RAQS update was approved by SCAPCD on March 9, 2023. The primary requirement associated with the 2022 RAQS is to ensure that a revised emission control strategy contained in each RAQS be at least as effective in improving air quality as the control strategy being replaced. The proposed and scheduled measures included will provide additional direct emission reductions of ozone precursors (volatile organic compounds (VOC) and oxides of nitrogen (NOx)), as well as indirect reductions of GHG and PM emissions.

The RAQS is largely based on population predictions by SANDAG. Projects that produce the same or less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts.

The following lists the SDAPCD rules that are applicable, but not limited to, projects in the Air Basin.

Rule 20.2 – Air Quality Impact Assessment Screening Thresholds

The SDAPCD has established thresholds in Rule 20.2 for new or modified stationary sources. The County's Guidelines for Determining Significance and Report Format and Content Requirements incorporate screening level thresholds from Rule 20.2 for use in all County related Air Quality Impact Assessments (AQIA) and for determining CEQA air quality impacts (County of San Diego, 2007). These screening criteria can be used to demonstrate that a project's total emissions would not result in a significant impact as defined by CEQA. Also, since SDAPCD does not have AQIA threshold for VOCs, it is acceptable to use the Coachella Valley VOC threshold from South Coast Air Quality Management District (SCAQMD). Should emissions be found to exceed these thresholds, additional modeling is required to demonstrate that the project's total air quality impacts are below the state and federal ambient air quality standards.

These screening thresholds for construction and daily operations are shown in Table 4. Non criteria pollutants such as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs) are also regulated

by the SDAPCD. Rule 1200 (Toxic Air Contaminants - New Source Review) adopted on June 12, 1996, requires evaluation of potential health risks for any new, relocated, or modified emission unit which may increase emissions of one or more toxic air contaminants. The rule requires that projects that propose to increase cancer risk to between 1 and 10 in one million need to implement toxics best available control technology (T-BACT) or impose the most effective emission limitation, emission control device or control technique to reduce the cancer risk. At no time shall the project increase the incremental cancer risk to over 10 in one million or a health hazard index (chronic and acute) greater than one since risks above. Projects creating cancer risks less than one in one million are not required to implement T-BACT technology.

Table 4
SDAPCD Air Quality Significance Thresholds

Pollutant	Total Emissions		
	Pounds Per Hour	Pounds Per Day	Tons Per Year
PM10	-	100	15
PM2.5	-	55 [1]	10 [1]
NOx	25	250	40
SOx	25	250	40
CO	100	550	100
Lead	-	3.2	0.6
VOC	-	75 [2]	13.7 [3]

Source: San Diego County. March 2007. County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality. http://www.sandiegocounty.gov/content/dam/sdc/pds/ProjectPlanning/docs/AQ-Guidelines.pdf.

Notes:
(1) EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD.
(2) Threshold for VOCs based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley.
(3) 13.7 Tons Per Year threshold based on 75 lbs./day multiplied by 365 days/year and divided by 2000 lbs./ton.

The U.S. EPA uses the term VOC and the CARB's Emission Inventory Branch (EIB) uses the term Reactive Organic Gases (ROG) to essentially define the same thing. There are minor deviations between compounds that define each term however for purposes of this study we will assume they are essentially the same due to the fact SCAQMD interchanges these words and because air quality models directly calculate ROG in place of VOC.

Rule 20.3 – Major Stationary Sources and Prevention of Significant Deterioration (PSD) Stationary Sources

Rule 20.3 requires a new or modified emissions units, relocated emission units, replacement emission units, and emergency equipment emission units with a post-project potential to emit 10 pounds per day or more of PM10, NOx, VOC, or Sox shall be equipped with best available control technology (BACT) for each air contaminant.

Rule 51 - Nuisance

Rule 51 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any

considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 51 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 52 – Particulate Matter

Rule 52 prohibits a person from discharging into the atmosphere from any source particulate matter greater than 0.10 grain per dry standard cubic foot (0.23 grams per dry standard cubic meter) of gas.

Rule 55 – Fugitive Dust Control

Rule 55 governs emissions of fugitive dust during construction activities and requires the following:

1. No person shall engage in construction or demolition activities in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.

2. Visible roadway dust because of active operations, spillage from transport trucks, erosions, or track-out/carry-out shall be minimized using any of the equally effective track-out/carryout and erosion control measures listed in Rule 55 that apply to the project or operation. These measures include: track-out grates or gravel beds at each egress point; wheel-washing at each egress during muddy conditions; soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; watering for dust control; and using secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks.

Rule 67.0.1 - Architectural Coatings

Rule 67.01 requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

<u>San Diego Association of Governments</u>

SANDAG is the regional planning agency for San Diego County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. With respect to air quality planning and other regional issues, SANDAG has prepared San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) for the San Diego region (SANDAG 2021). The 2021 Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan and provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. Regarding air quality, the 2021 Regional Plan reduces per capita GHG emissions from cars and light duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements (SANDAG 2021). On September 23, 2022, SANDAG's Board of Directors adopted the 2023 Regional Transportation Improvement Program (RTIP). The 2023 RTIP is a multibillion-dollar, five-year program of major transportation projects funded by federal, state, local, and private funding, including the TransNet local sales tax, covering fiscal years 2023 to 2027. The 2023 RTIP development process, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Federal Highway Administration and Federal Transit Administration approved the 2023 RTIP and its federal conformity determination in December 2022.

Local – City of Escondido

The City of Escondido has the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the region will meet federal and state standards. Instead, the City relies on the expertise of the SDAPCD for guidance with the environmental review of plans within its jurisdiction.

City of Escondido General Plan

The City of Escondido's General Plan contains goals and policies regarding air quality in the Resources Conservation Element. The goals and policies applicable to the proposed project from the Resource conservation Element of the Escondido General Plan are stated below.

Goal 7 Improved air quality in the city and the region to maintain the community's health and reduce green-house gas emissions that contribute to climate change.

Policy 7.1 Participate in regional planning efforts and coordinate with the San Diego Air Pollution Control District and San Diego Association of Governments in their efforts to reduce air quality impacts and attain state and federal air quality standards.

Policy 7.3 Require that new development projects incorporate feasible measures that reduce construction and operational emissions.

Policy 7.4 Locate uses and facilities/operations that may produce toxic or hazardous air pollutants an adequate distance from each other and from sensitive uses such as housing and schools as consistent with California Air Resources Board recommendations.

Policy 7.6 Restrict the number and location of drive-through facilities in the city and require site layouts that reduce the amount of time vehicles wait for service.

Policy 7.7 Encourage businesses to alter local truck delivery schedules to occur during non-peak hours, when feasible.

Policy 7.8 Require that government contractors minimize greenhouse gas emissions in building construction and operations, which can be accomplished using low or zero-emission vehicles and equipment.

Policy 7.11 Educate the public about air quality, its effect on health, and efforts the public can make to improve air quality and reduce greenhouse gas emissions.

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards of any of the criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable dates. The RAQS was developed to identify feasible emission control measures and

provide expeditious progress toward attaining the state standard for ozone and particulate matter. The two pollutants in the RAQS are VOCs and NOx, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling and reducing air emissions. The RAQs, in conjunction with the Transportation Control Measures, were revised in 2016 as part of the RAQS for San Diego County. In addition, the most recent RAQS update, the 2022 RAQS, was approved in March 2023.

The SIP is the document that sets forth the State's strategies for attaining the NAAQS. The SDAPCD is the agency responsible for preparing the portion of the SIP applicable to the Air Basin. The RAQS outlines the plans and control measures designed to attain the NAAQS for ozone. The SDAPCD relies on information from CARB and SANDAG, including projected growth, mobile, area and all other source emissions to predict future emissions and develop appropriate strategies for the reduction of source air emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the incorporated cities and County of San Diego. As such, projects that propose development that is consistent with the growth anticipated by SANDAG would also be consistent with the RAQS and the SIP.

The SANDAG population forecast for the City of Escondido shows that the city's population is anticipated to increase to approximately 165,001 by the year 2050 with a total citywide population increase of 16,232 persons from 2016 to 2050. Furthermore, 2050 employment projections show an increase of approximately 43.6 percent from 2016 job availability. There would be a relatively small population, housing, and employment growths associated with the project; therefore, the project would be consistent with SANDAG's employment forecast and the City's General Plan. Furthermore, the project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the Air Basin. Therefore, the project would be consistent with the local general plan and SANDAG's growth projections and would not result in an inconsistency with the SDAPCD RAQS. The project would have a less than significant impact to the implementation of the RAQS and other applicable plans.

b) ***Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*** **Less Than Significant Impact.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area.

Cumulative air quality impacts may occur from a combination of the project's emissions with the emissions of other reasonably foreseeable projects and/or regional emissions. San Diego County is currently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standards (CAAQS) for Ozone (O3), and for the 24-hour concentrations of PM10 under CAAQS. O3 is formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels, such as gasoline, natural gas, wood, and oil. Sources of PM10 include motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush and waste burning, industrial sources, and windblown dust from open lands.

SDAPCD has established air contaminant "trigger levels" which indicate scenarios that require additional review. These "trigger levels" include 100 pounds per day for PM-10, 250 pounds per day of NOx and 550 pounds per day of CO. As shown in Tables 7 and 8 in Section "III.c" below of this MND, construction and operation of the project would result in an increase in PM10, NOx and CO, but not to a level above SDAPCD's "trigger levels." Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

c) ***Expose sensitive receptors to substantial pollutant concentrations?*** **Less Than Significant Impact.** An air quality, Global Climate Change and Energy Impact Analysis[6] was prepared for the project. A copy is included in Appendix A of this MND.

Local Air Quality

The same atmospheric conditions that create a desirable living climate in San Diego County combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted to the pleasant climate. In the summer, subsidence inversions occur as descending air associated with the Pacific high-pressure cell contact with the cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. In the winter, radiation inversion occurs when air near the ground cools through radiation and the air aloft remains warm. This creates a shallow inversion layer between these two air masses that can also trap pollutants. Limited rainfall occurs in the western San Diego County during the winter, as the oceanic high-pressure center is the weakest and farthest south as the fringes of mid-latitude storms occasionally move through the area.

The temperature and precipitation levels for the City of Escondido are shown below in Table 5. As shown, August is typically the warmest month and January and December are typically the coolest months. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Pollutants

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions).

Table 5
Local Monthly Climate Data

Descriptor	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	68.8	69	70.8	74.7	77.4	82	87.3	88.6	86.2	80	71.2	68.9
Avg. Min. Temperature	42.6	44.5	47.2	50.5	54.8	58.4	62.1	63.4	61	55.1	45.6	42.3
Avg. Total Precipitation (in.)	2.83	3.27	2.58	1.16	0.32	0.15	0.06	0.09	0.24	0.74	1.25	2.18

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca2863
Data from the Escondido 2, CA station (042863).

Criteria Pollutants

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants “criteria” air pollutants

[6] ISKCON of Escondido Air Quality, Global Climate Change and Energy Impact Analysis, Ganddini Group, Inc., October 17, 2023.

because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels.

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

Asbestos

Asbestos is listed as a TAC by CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in San Diego County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed in Section “III a” above of this MND.

Regional Air Quality

The SDAPCD has established annual significance thresholds for NOx and VOC for stationary sources. The SDAPCD has not established rules for characterizing impacts from construction. However, SDAPCD informally recommends quantifying construction emissions and comparing them to significance thresholds found in SDAPCD regulations for stationary sources (pursuant to SDAPCD Rules 20.2 and 20.3 and shown in Table 4). Because these Rules do not include VOCs or PM2.5, the screening level for VOCs and PM2.5 used in this analysis are from the South Coast Air Quality Management District (SCAQMD), which generally has stricter emissions thresholds than SDAPCD. If construction-phase emissions exceed these thresholds for a stationary source air quality impact analysis, then construction has the potential to violate air quality standards or to contribute substantially to an existing violation. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SDAPCD air quality screening-level thresholds in Table 4.

Toxic Air Contaminants

Construction

Temporary TAC emissions associated with DPM emissions from the operation of heavy construction equipment would occur during project construction. According to the Office of Environmental Health Hazard Assessment (OEHHA) health effects from TACs are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Additionally, the SDAPCD guidance does not require a Health Risk Assessment (HRA) for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature.

Operations

SDAPCD's Rule 1210 threshold for public noticing is based on what the SDAPCD has determined as the potential for a project to contribute to potential significant adverse health impacts to nearby sensitive receptors and is based on similar thresholds provided in Health Risk Assessments for Proposed Land Use Projects, prepared by CAPCOA, July 2009. Therefore, if the project is anticipated to create TACs from stationary sources or the regular operations of diesel trucks on the project site that would potentially exceed the above thresholds at any nearby sensitive receptors then the TAC emissions should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

CARB published the Air Quality and Land Use Handbook in April 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines; and (4) avoid siting sensitive receptors within 300 feet of a large gasoline dispensing facility (3.6 million gallons per year or more) or 50 feet of a typical gasoline dispensing facility (less than 3.6 million gallons per year).

The proposed Krishna Temple and residential units would not be a source of toxic air contaminants. Therefore, the project would not have any significant operational TAC impacts.

San Diego County CO Emissions Significance Thresholds

CO emissions are the result of the combustion process, and therefore primarily associated with mobile source emissions. CO "hotspots" or pockets where the CO concentration exceeds the NAAQS and/or CAAQS, have been found to occur only at signalized intersections that operate at or below level of service (LOS) E with peak-hour trips for that intersection exceeding 3,000 trips (San Diego County 2007). Pursuant to the County's CEQA Significance Determination Thresholds, a site-specific CO hotspot analysis should be performed to determine if health standards are potentially violated and to identify any affected sensitive receptor if a proposed development would:

- Place receptors within 500 feet of a signalized intersection operating at or below LOS E (peak-hour trips exceeding 3,000 trips)
- Cause road intersections to operate at or below a LOS E (with intersection peak-hour trips exceeding 3,000)
- Result in emissions of CO that when totaled with the ambient concentrations, will exceed 1-hour concentration of 20 ppm or an 8-hour average of 9 ppm.

Short-Term Construction Emissions

Project construction activities would generate air emissions and toxic air contaminant emissions. The construction activities for the project would include: site preparation of approximately 0.75 acres to remove existing trees; grading of approximately 6.2 acres; construction of ten residential lots for single-family dwelling units, a 6,207 square foot temple building; paving of a parking lot with 72 parking spaces for the Temple and approximately 0.42 acres of on-site roadways for the single-family residences and application of architectural coatings.

Methodology

The following methodology was used to calculate regional construction air emissions and an analysis of the project's short-term construction emissions for criteria pollutants.

Emissions were estimated using the CalEEMod (Version 2022.1.1.19) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the San Diego County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces can all be sources of fugitive dust. Construction operations are subject to the requirements established in SDAPCD Regulation 4, Rules 52, 54, and 55. Per SDAPCD Rule 67.0.1, the architectural coatings will be limited to an average of 150 grams per liter or less; however, CalEEMod defaults were utilized in the analysis.

The phases of the construction activities which have been analyzed below for each phase are: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. To be conservative, it is anticipated that the building construction, paving and architectural phases will overlap.

Construction-Related Regional Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table 6. As shown, none of the project's emissions would exceed SDAPCD screening thresholds. Therefore, construction emissions would be less than significant.

Table 6
Construction Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Maximum Daily Emissions[1,2]	12.70	18.00	25.20	0.04	3.61	2.03
SDAPCD Thresholds	75	250	550	250	100	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.19
(1)Represent on-site and off-site emissions. On-site emissions are from equipment operated on-site that are not operated on public roads. On-site site preparation and grading PM-10 and PM-2.5 emissions show compliance with SDAPCD Rules 52, 54, and 55 to reduce fugitive dust.
(2)Construction, painting and paving phases may overlap.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with the operation of heavy equipment during project construction. Given the temporary and short-term construction schedule (approximately 6 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure due to project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed regional thresholds.

The project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation. Project compliance with these regulations would minimize project TAC emissions during construction. The project would also be required to comply with the requirements of SDAPCD Rule 1206 if asbestos is found during any demolition/grading and construction activities. Therefore, TAC emissions during project construction would be less than significant.

Long-Term Operational Emissions

The operation of the project would result in a long-term increase in air quality emissions from the site. The increased operational emissions would be due to project-generated vehicle trips and the on-going use of natural gas and electricity and is discussed below.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts of the project were analyzed with the CalEEMod model. The operating emissions were based on an opening the year of 2025. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources and discussed below.

Mobile Sources

Mobile sources emissions include emissions from the operation of motor vehicles based on project-generated vehicular trips from the ISKCON Escondido Traffic Scoping Agreement (Traffic Scoping) prepared by LOS Engineering, Inc. (September 20, 2023). The CalEEMod program applied emission factors for each trip which is provided by the EMFAC2021 model to determine the vehicular traffic pollutant emissions.

Area Sources

Area sources include emissions from consumer products, the operation of landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps.

Project Impacts

The worst-case summer or winter criteria pollutant emissions generated with the project's long-term operations are shown in Table 7. As shown, none of the SDAPCD screening thresholds would be exceeded by the project. Therefore, the project would have a less than significant regional air quality impact with the operation of the project.

Table 7
Operational Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions		18.30	2.24	36.70	0.08	6.17	3.53
SDAPCD Thresholds		75	250	550	250	100	55
Exceeds Threshold?		No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.19; the higher of either summer or winter emissions.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the San Diego Air Basin. The project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips. The following analysis analyzes the vehicular CO emissions.

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above.

To determine if the project could cause emission levels greater than the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at several intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The SDAB is in attainment for State and federal CO standards. Nonetheless, a CO hotspot analysis is required by the County if a proposed development would cause road intersections to operate at or below a LOS E while exceeding 3,000 peak-hour trips. Based on the project Traffic Scoping Agreement the project peak hour vehicle trips would not exceed 3,000 peak hour trips. Therefore, no CO "hot spot" modeling was performed and the project is not anticipated to have a long-term air quality impact.

d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*** **Less Than Significant Impact.** An odor impact would occur if the project creates an odor nuisance pursuant to SDAPCD's Rule 51, which states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowl or animals."

If the project results in a violation of Rule 51 with regards to odor impacts, the project would have a significant odor impact. An odor analysis for both project construction and the operation of the project is discussed below.

Construction-Related Odor Impacts

Potential sources of the generation of odors during project construction include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions would cease upon the drying or hardening of the odor producing materials, which in this case is asphalt. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the project. Diesel exhaust and VOCs would be emitted during construction, which are objectionable to some. However, emissions would disperse rapidly from the project site and therefore would not reach an objectionable level at the nearest sensitive receptors.

Operational Odor Impacts

Potential sources of odors during the on-going operations of the project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest sensitive receptors from the project site and through compliance with SDAPCD's Rule 51 no significant odor impacts would occur during the on-going operations of the project.

The project would have less than significant construction or operational odor impacts.

IV. BIOLOGICAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or	☐	☒	☐	☐

regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, 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 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) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **Less Than Significant with Mitigation Incorporated.** A biological assessment was conducted for the project site by Bloom Biological.[7] A copy of the report is included in Appendix B of this MND. A U.S. Fish and Wildlife Service (USFWS) protocol Coastal California Gnatcatcher survey was also conducted on the project site due to the presence of disturbed and undisturbed coastal sagescrub habit on the site. A copy of the survey is included in Appendix B of this MND.

There is an existing single-family residence, livestock pens and enclosures, and a garden area in the north-central area of the site. Most of the property is undeveloped with areas that show routine weed abatement and areas with relatively undisturbed native vegetation. The on-site vegetation is sparse and consists of coastal sage scrub, oak woodland, and non-native grassland. The site is mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey as supporting Visalia sandy loam, Ramona sandy loam, Vista coarse sandy loam, Cieneba rocky coarse sandy loam, and Cieneba-Rock outcrop complex.

A biological survey of the site was conducted on July 6, 2023 from approximately 8 am until 1:30 pm. The entire site was walked, pausing frequently to listen, observe, and document all species, species sign, and habitats in detail. All trees, vegetation, and potential nesting substrates within a 500 foot line-of-sight of the project site were examined up close and at a distance, searching for any indications of nesting birds such as nest structure, bird activity in the tree, or whitewash below the tree.

The project site was assessed for the presence of the following sensitive species through a combination of literature review and site surveys: Coastal California Gnatcatcher, Least Bell's Vireo (*Vireo bellii pusillus*), Southern California Rufous-crowned Sparrow (*Aimophila ruficeps canescens*), Ramona

[7] Biological Assessment Report, ISKCON Cultural Center, Bloom Biological Inc., October 6, 2023.

horkelia (*Horkelia truncata*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), and summer holly (*Comarostaphylis diversifolia* ssp. *Diversifolia*). The protection status and habitat characteristics of the sensitive species are shown in Table 8.

Table 8
Special-Status Species & Occurrence Potential

Scientific Name **Common Name**	**Status**			**Occurrence Potential**
	Federal Status	**State Status**	**CDFW Status/Rare Plant Rank**	
Polioptila californica Coastal California Gnatcatcher	Threatened	None	SSC	Not Expected in Project Area Not Expected on Property
Vireo bellii pusillus Least Bell's Vireo	Endangered	Endangered	N/A	Not Expected in Project Area Not Expected on Property
Aspidoscelis tigris stejnegeri Coastal whiptail	None	None	SSC	Moderate Potential in Project Area Moderate Potential on Property
Aspidoscelis hyperythra Orange-throated whiptail	None	None	SSC	Moderate Potential in Project Area Moderate Potential on Property
Aimophila ruficeps canescens Southern California Rufous-crowned Sparrow	None	None	WL	Low Potential in Project Area Low Potential on Property
Comarostaphylis diversifolia ssp. *Diversifolia* Summer holly	None	None	1B.2	Not Expected in Project Area Low Potential on Property
Horkelia truncata Ramona horkelia	None	None	1B.3	Not Expected in Project Area Not Expected on Property

The site was also assessed for the presence of mature and/or protected trees. Article 55 (Grading and Erosion Control) of the Escondido Zoning Code considers a mature tree to be any self-supporting woody perennial plant, native or ornamental, with a single well-defined stem or multiple stems supporting a crown of branches. The single stem, or one of the multiple stems of any mature oak tree (Quercus sp.), shall have a diameter of 4 inches or greater when measured at 4.5 feet at breast height (DBH) above the tree's natural grade. All other mature trees shall have a diameter at breast height (dbh) of 8 inches, or greater, for a single stem or one of the multiple stems.

A protected tree Is any oak that has a 10-inch or greater dbh, or any other tree species or individual specimen listed on the historic register or is determined to substantially contribute to the historic character of a property or structure listed on the local register, pursuant to Article 40 of the Escondido Zoning Code.

The botanical survey of the site identified 38 species of plants within the property. Vegetation communities present onsite include coastal sage scrub (both intact and disturbed), Engelmann oak woodland, and non-native grassland as shown in Table 10. Disturbance onsite varies, with higher disturbance in the northern region of the property and surrounding the existing residence, structures, and livestock area. The eastern and southern regions of the property contain relatively intact plant communities that only have slight disturbances. The vegetation types and acreage present on the project site are shown in Table 9.

Table 9
Vegetation Types Within the Property & Project Area

Vegetation Type	Total Property Area (acres)
Coastal Sagescrub	7.81
Disturbed Coastal Sagescrub	2.29
Engelmann Oak Woodland	3.61
Non-native Grassland	6.99
Avocado Orchard	0.54
Developed/disturbed	3.29
Total	24.53

Vegetation Communities

Coastal sagescrub is present primarily along the eastern boundary and southern region of the property (7.81 acres). A small portion of intact coastal sagescrub occurs within the proposed development area of the site (0.60 acres) and additional areas of disturbed coastal sagescrub are present within the Development Area (1.34 acres). The disturbed areas have experienced clearing for fire suppression. This community primarily consists of California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), laurel sumac (*Malosma laurina*), and white sage (*Salvia apiana*).

Engelman Oak Woodland

A dense Engelmann oak woodland (3.61 acres) is present on the north facing slope of the property and south of the proposed area to be developed. This woodland primarily consists of mature Engelmann oaks and scrub oaks (*Quercus berberidifolia*) with some coast live oaks (*Quercus agrifolia*). The understory within the woodland is dominated by spiny redberry (*Rhamnus crocea*), monkey flower (*Mimulus* sp.) and poison oak (*Toxicodendron diversilobum*).

Non-native Grassland

Non-native grassland comprises approximately 6.99 acres of the site consisting primarily of wild oat (*Avena fatua*), brome (*Bromus* spp.), and short-pod mustard (*Hirschfeldia incana*). This community is highly invasive, and these species are found throughout the entire property with the highest concentration in the northern region where routine weed abatement has occurred. A substantial number of the highly invasive tree of heaven (*Alianthus altissima*) are also present within this region, all of which have heights less than 4 feet. Stands of eucalyptus (*Eucalyptus* spp.) are present along the roadways and in the northern region of the project site within the non-native grassland community. The area proposed for development would occur in primarily non-native grassland (5.09 acres).

Avocado Orchard

The neighboring property to the east contains an avocado orchard with some spillover into the eastern area of the site (0.54 acres). This region of the property likely receives regular irrigation and its proximity to the coastal sagescrub community may be increasing the health of this community through inadvertent watering. No areas containing avocado orchard fall within the area proposed for development.

Developed & Disturbed

Areas categorized as developed/disturbed within the property include residences, other existing structures, roadways, and livestock facilities and total approximately 3.29 acres. Within these areas are

a variety of non-native ornamental plants, fruit trees, eucalyptus trees, and a vegetable garden. The area proposed for development encompasses approximately 0.27 acres of previously developed/disturbed areas onsite.

Summer Holly

Summer holly is a perennial evergreen shrub that is found in chaparral and cismontane woodland in San Diego County and in the Peninsular Range, extending into northern Baja California, Mexico. The floristic period for this plant is between April and June. The nearest known occurrence of this species is 1.5 miles north of the project site in Daley Ranch Park (CDFW 2023). This species was not observed during the biological survey. It is a relatively conspicuous species and would have been detected within the area proposed for development during the biological survey of the site if it was present. However, there is a low potential for it to occur in the more-dense areas of vegetation on the property outside of the project site, which were inaccessible to the biologist.

Ramona Horkelia

Ramona horkelia is a perennial herb found in dry red clay and gabbroic soils in open chaparral and cismontane woodland in the Peninsular Range and south into northern Baja California, Mexico. The floristic period for this species is between May and June. The nearest known occurrence is located 1 mile northeast on Daly Ranch (CDFW 2023). This species was not observed during the biological survey of the project site. While there is no suitable habitat for this species within the area proposed for development, there is a low potential for it to occur in open areas within the more-dense vegetation within the property. The project is not anticipated to have any impact on Ramona horkelia.

Mature and Protected Trees

Mature trees that cannot be preserved onsite shall be replaced at a minimum ratio of 1:1. Protected trees that cannot be preserved on site shall be replaced at a minimum ratio of 2:1. However, the number, size, and species of replacement trees can be determined on a case-by-case basis by consultation with the City. There are 20 mature trees, eucalyptus, and pine trees that fall within the project impact area and would be removed by the project. Table 10 shows the trees that would be removed by the project and the required mitigation.

Table 10
Mitigation Required for Mature Tree Removal

Tree Designation	Tree Species	No. of Trees To Be Removed	Mitigation Required (Ratio)
Mature Tree	Eucalyptus spp.	16	16 (1:1)
Mature Tree	Pinus spp.	4	4 (1:1)
	Total	**20**	**20**

Fauna

Wildlife detected on and adjacent to the project site consists of 18 bird, 4 mammal, and 2 reptile species. Most notably, there are an abundance of small mammal burrows present throughout the northern region of the property, belonging primarily to California ground squirrel (*Otospermophilus beecheyi*) and gophers. Additionally, a pack of three coyotes was observed hunting in this region of the property during the July 6, 2023 survey, spending over one hour foraging onsite and resting in the shade beneath the eucalyptus trees. Substantial bird activity was observed during the survey and birds are expected to nest onsite.

Coastal California Gnatcatcher

Coastal California Gnatcatcher is a local, uncommon, obligate resident of arid coastal scrub below about 1,500 ft. (500 m) from eastern Orange and southwestern Riverside Counties south through the coastal foothills of San Diego County. They are found along the immediate coast at Palos Verdes Peninsula, Los Angeles County, at Camp Pendleton and in the Tijuana River Valley, San Diego County, and may still occur along lower, coastal slopes of San Gabriel and San Bernardino Mountains, Los Angeles, and San Bernardino Counties, but their status is uncertain (Grinnell and Miler 1944, Garrett and Dunn 1981, Atwood 1990, 1993).

The California Gnatcatcher was listed as Threatened under the Federal Endangered Species Act in 1993 (58 FR 16742-16757) with Critical Habitat designated in 2000 (65 FR 63680-63743). Critical Habitat was revised in 2007 (72 FR 72010-72213).[8]

USFWS protocol Coastal California Gnatcatcher surveys were conducted on the approximately 24.5-acre site from August 8, 2023 through and including December 18, 2023. Nine (9) presence/absence Coastal California Gnatcatcher surveys were conducted in accordance with service protocol for non-NCCP areas (Service 1997). All potential Coastal California Gnatcatcher habitat within the site was surveyed during the non-breeding season (July 1 to March 14) with at least two weeks between survey visits. The surveys were conducted during the morning hours between 6:00 a.m. and 11:30 a.m and completed on December 18, 2023. Biologists slowly walked through the survey area, pausing frequently to play Coastal California Gnatcatcher vocalizations from Merlin Bid ID© broadcast from a portable speaker within suitable habitat, the objective being to elicit a response from silent individuals that might not otherwise be detected.

Coastal California Gnatcatchers were not detected during the protocol survey period. Coastal sagescrub is present primarily along the eastern boundary and southern region of the property (7.81 acres). A small portion of intact coastal sagescrub occurs within the project impact area (0.60 acre) and additional areas of disturbed coastal sagescrub are present within the project impact area (1.34 acres). The disturbed areas have experienced clearing for fire suppression. The coastal sagescrub community onsite primarily consists of California buckwheat (Eriogonum fasciculatum), California sagebrush (Artemisia californica), laurel sumac (Malosma laurina), and white sage (Salvia apiana).

The project would not significantly impact the Coastal California Gnatcatcher based on the results of the USFWS protocol survey and no mitigation is required. Appendix B contains the letter to USFWS regarding the Results of Protocol Surveys for Coastal California Gnatcatcher at the ISKCON Cultural Center Property within the City of Escondido, San Diego County, California.

Least Bell's Vireo

Least Bell's Vireo are a rare, local summer resident below 2,000 feet above mean sea level (amsl). During the breeding season, they are found in low vegetation in shrub-dominated and woodland habitats, including riparian areas, mesquite brushland or woodland, shrubby old-fields, and sapling-stage shrub habitats. They are mostly found in natural ecosystems, often in riparian scrub along drainages or in other areas near water (Kus et al. 2022). Neither this species nor suitable habitat to support the species was observed within or in proximity to the site.

Coastal Whiptail

Coastal whiptails are typically found in hot, dry, flat open spaces in deserts or semi-arid areas in a variety of habitat types. This species occurs in California from southern Santa Barbara County south through

[8] Bloom Biological, Inc. Results of protocol surveys for Coastal California Gnatcatcher (*Polioptila californica)* at the ISKCON Cultural Center property within the City of Escondido, San Diego County, California, page 2.

San Diego County and into Baja California, Mexico. While this species was not observed during the biological survey, suitable habitat is present within the property, including the area proposed for development.

Orange-throated Whiptail

Orange-throated whiptails are found in semi-arid brushy areas typically with loose soil and rocks, including in washes, stream sides, rocky hillsides, and in coastal chaparral. This species ranges from the Santa Ana River in Orange County south through Baja California, Mexico. While this species was not observed during the biological survey, suitable habitat is present within the property, including the area proposed for development. There is a potential for these species to be directly impacted by injury or mortality as a result of construction activities.

Southern California Rufous-crowned Sparrow

Southern California Rufous-Crowned Sparrows are residents of southwestern California on coastal slopes of the Transverse ad Peninsular Ranges from northwestern Los Angeles County, south into Baja California, Mexico. They prefer south- or west-facing slopes with coastal sagescrub dominated by California sagebrush, but also are found in coastal bluff scrub, low chaparral outcrops, sparse chaparral recovering from burn, and along the edges of tall chaparral. While this species was not detected during the biological survey, suitable habitat is present in the coastal sagescrub along the western edge of the site.

Nesting Birds

Suitable nesting bird habitat is present throughout the site and within the area proposed for development. While no nesting birds were observed at the time of the survey, birds are expected to nest in the onsite vegetation. Additionally, several adult Red-tailed Hawks were observed foraging within the property and in areas immediately adjacent to the site, suggesting the presence of a nearby nest territory.

Approximately 1.94 acres of coastal sagescrub and 5.09 acres of non-native grassland would be removed with the development of the project as proposed. As a result, the removal of non-native grassland and coastal sagescrub would require mitigation. Table 11 shows a breakdown of the acreage present onsite, the amount of impact, and the required mitigation.

Table 11
Mitigation Required for Vegetation Removal

Vegetation Type	Total Property Area (acres)	Project Impact Area (acres)	Acreage Preserved Onsite	Mitigation Required (Ratio)
Coastal Sagescrub	7.81	0.6	7.21	0.6 (1:1)
Disturbed Coastal Sagescrub	2.29	1.34	0.95	1.34 (1:1)
Engelmann Oak Woodland	3.61	0	3.61	0
Non-native Grassland	6.99	5.09	1.90	2.55 (0.5:1)
Avocado Orchard	0.54	0	0.54	0
Developed/disturbed	3.29	0.27	3.02	0
Total	**24.53**	**7.30**	**17.23**	**4.49**

In August of 2002, the City of Escondido approved a Coastal Sage Scrub Habitat Loss 4(d) Permit for removal of 2.22 acres of sage scrub associated with the future development of the ISKCON Cultural Center (Resolution No. 2002-203). Per the terms of the permit (conditions of project approval), the remaining 9.77 acres of sage scrub was to be preserved onsite and a deed restriction was recorded on the property with Document No. 2023-0164244). Mitigation credits totaling 2.22-acres were also to be purchased to offset the direct impacts onsite. The project applicant purchased 2.22-acres of Chaparral – Coastal Sage Scrub credits from the City of Escondido's Daley Ranch Conservation Bank.[9]

As bird nests and nesting bird habitat are present onsite, the project has a potential to impact nesting birds if construction occurs during nesting bird season (February 1 through September 1). Disrupting active bird nests represents a potential violation of Section 3503 of the California Fish and Game Code. Thus, clearing and grading of the site during nesting bird season could potentially result in a significant adverse effect upon nesting birds.

The following measures are required to mitigate the potential flora and fauna impacts of the project.

Mitigation Measure No. 1 Prior to final map for the 10-lot subdivision and/or issuance of grading permits for the Temple project, whichever develops first, impacts to sensitive habitat (coastal sage scrub and non-native grassland), the applicant shall purchase off-site mitigation credits at a mitigation bank approved by the City. Mitigation ratios shall be consistent with regional standards (i.e., the Escondido Draft Subarea Plan); coastal sage scrub minimum 1:1 and non-native grassland 0.5:1.

Mitigation Measure No. 2 Any required clearing and removal of vegetation for project development should be conducted outside of the typical nesting season for birds, which is February 1 through September 1.

Mitigation Measure No. 3 If vegetation removal must be conducted during the nesting bird season (February 1 through September 1), a qualified biologist shall first conduct a survey to determine whether any birds are nesting in the area. The survey shall be conducted within seven days prior to beginning any vegetation removal and/or grading and include a search for nesting raptors within 500 feet line-of-sight of the project and all other bird nests within or adjacent to the project site and all other bird nests within or adjacent to the project site. If active nests are found, a "no disturbance" buffer shall be implemented by a biologist and no activity shall occur within the buffer until after all young have fledged from the nest as determined by a biologist. Exceptions may be made to the buffer distance if a biological monitor is present onsite when construction occurs. If there are no nesting birds (includes nest building or other breeding/nesting behavior) within this area, clearing of vegetation and tree removal shall be allowed to proceed.

Mitigation Measure No. 4 The project applicant shall replace impacted mature trees at a ratio of 1:1, unless otherwise determined by the City. The applicant shall replace any protected trees at a minimum ratio of 2:1, unless otherwise determined by the City. The number, size and species of replacement trees shall be determined on a case-by-case basis by the Director of Development Services. This condition can be satisfied on-site if the project's landscape

[9] Daley Ranch Conservation Bank Credit Purchase Agreement and Acknowledgement for the Krishna Temple (99-5—CUP), Barbara Redlitz, Principal Planner, City of Escondido, letter dated January 16, 2003.

plan includes the appropriate number of replacement trees with minimum 24-inch box-sized specimen trees.

Mitigation Measure No. 5 During construction, a biologist with appropriate permits for surveying, monitoring, and handling coastal and orange-throated whiptails shall be onsite daily for all grading, grubbing, and clearing activities. The biologist shall conduct a daily preconstruction survey for whiptail lizards and work shall only begin once the biologist has communicated that the site is clear to proceed with work. The biologist shall remain onsite daily to monitor grading, grubbing, and clearing activities to ensure no whiptails are harmed. If a coastal or orange-throated whiptail is found within the work area, construction shall be passed and the biologist will attempt to capture and relocate the lizard to suitable habitat within the property boundary, but outside of the development area.

b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The project is located within the northeastern region of the Carlsbad Watershed (HUC 18070303). This watershed encompasses approximately 211 square miles and is comprised of six (6) distinct hydrologic areas, extending from the headwaters of Lake Wohlford in the east to the Pacific Ocean to the west. It is bordered by the San Luis Rey Watershed to the north and the San Dieguito Watershed to the south. A freshwater emergent wetland and riverine feature are located approximately 420 feet to 1,000 feet northwest of the project site. There was no presence of water on the site during the biological survey.

An ephemeral stream/river exist approximately 150 feet east of the site. It is likely this stream/river was present historically; however, the construction of Rancho Road adjacent to and north of the project site has channelized this ephemeral stream, redirecting it into the storm drain network, prior to crossing Rancho Road. No riparian, riverine, or wetland resources were observed within the project site. The project would not impact any riparian or other natural communities either on or adjacent to the site.

c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?*** **No Impact.** Please see Section “IV.b” above of this MND.

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?*** **Less Than Significant Impact.** The project site was analyzed for signs of existing and potential wildlife movement and corridors. While wildlife is known to utilize and move through the site, it does not constitute a wildlife corridor. The property is surrounded by a chain link fence that limits wildlife movement. However, coyotes were observed passing through holes in the fence to hunt onsite. The property is largely surrounded by existing single-family residential development, agricultural development, and the roadway along the northern boundary. The property does not provide connectivity of substantial habitat patches. Therefore, the project would not significantly impact or impede any wildlife corridors or wildlife nursery sites.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?*** **Less Than Significant Impact.** As shown in Table 10 above, the project would require the removal of 20 mature trees. In compliance with ARTICLE 55. Grading and Erosion Control, Sec. 33-1068. A.,B.C. of the Escondido Municipal Code the project developer would be required to obtain a vegetation removal permit prior to the removal of any on-site mature trees, in

accordance with Mitigation Measure No. 4. Compliance with the Escondido Municipal Code would reduce the potential impact of removing 20 mature trees to less than significant.

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?*** **Less Than Significant Impact.** The City of Escondido is located within the boundary of the Multiple Habitat Conservation Program (MHCP) for the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Each jurisdiction is responsible for preparing a subarea plan to implement the MHCP in its jurisdiction. The Drat Escondido Subarea Plan has been prepared but has not been approved or adopted. The project site is not located within any of the Focused Planning Areas or other areas of biological importance identified in the Draft MHCP. The project site is not located within any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not significantly conflict with and impact any habitat or natural community conservation plan.

V. CULTURAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*** **Less Than Significant Impact.** A cultural resource assessment[10] was prepared by BCR Consulting LLC for the project site. A copy of the report is included in Appendix C of this MND.

A records search for the project site identified five previous studies that were conducted and assessed the site for cultural resources. Based on the previous studies, three cultural resources have been previously-identified within the project site. The previously-identified resources include one prehistoric bedrock milling site (designated P-37-17523) on a bedrock outcropping, a historic-period Vista Irrigation District Bench Flumes alignment (P-37-30889), and a pre-1948 residence and ancillary structures (PMA2303-H-1). Two additional cultural resources were documented during the field survey, which include a historic-period electrical distribution alignment (PMA2303-H-2) and a historic-period steel irrigation valve hatch (PMA2303-H-3). The existing residence (PMA2303-H-1), which would remain, has not been evaluated for California Register listing, but is considered potentially significant. In addition, a historic-period Vista Irrigation District Bench Flumes alignment (P-37-30889) was identified along with a historic-period electrical distribution alignment (PMA2303-H-2) and a historic-period steel irrigation valve hatch (PMA2303-H-3). The cultural report recommends the historic-period electrical distribution alignment (PMA2303-H-2) and the historic-period steel irrigation valve hatch (PMA2303-H-3) are not eligible for California Register listing and as such are not significant historical resources under CEQA. These two cultural resources do not require further historical consideration.

The prehistoric bedrock milling site (P-37-17523) is considered potentially eligible for the California Register due to its potential significance. Preservation in place is the preferred manner of treatment for this archaeological/historic resource. If preservation is not feasible, California Register eligibility evaluations will be necessary for this potentially eligible resource. Milling site P-37-17523 is located within the southern area of the site and would not be disturbed or impacted by the project.

The historic-period Vista Irrigation District Bench Flumes alignment (P-37-30889) was previously recommended eligible for National Register of Historic Places (National Register; Van Wormer 2009). Therefore, it is eligible for California Register listing and a potentially significant historical resource under CEQA. The historic-period residence (PMA2303-H-1) has not been evaluated for California Register listing, but is considered potentially significant. Preservation is the preferred manner of treatment for significant or potentially-significant resources. The concrete foundations near the house are not considered significant or potentially significant.

[10] Cultural Resources Assessment, Temple and Residential Project, BCR Consulting LLC, August 20, 2023.

The proposed site plan shows that all the historic and cultural resources are outside of the area proposed for development, except for the building foundations that are north of the existing residence in PMA2303-H-1. As stated in the cultural report[11], the concrete foundations near the house that are proposed for demolition are not considered significant or potentially significant. Therefore, the project would not have any significant historical resource impacts and no mitigation measures are required.

b) ***Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?*** **Less Than Significant with Mitigation Incorporated.** The prehistoric bedrock milling site (P-37-17523) on a bedrock outcropping is considered potentially eligible for the California Register due to potential significance. Preservation in place is the preferred manner of treatment for archaeological/historical resources. Milling site P-37-17523 is located within the southern area of the site and would not be disturbed or impacted by the project. Due to the presence of a prehistoric archaeological site located within the project site boundary and a high number of prehistoric archaeological sites in the project vicinity, the area is considered sensitive for buried archaeological resources. Therefore, any proposed ground disturbing activities should be monitored by a professional archaeologist working under the direct supervision of a cultural resource professional that meets the U.S. Secretary of the Interior Professional Qualification Standards for Archaeology (the qualified archaeologist). In the event of a suspected cultural resource discovery, the monitor would be authorized to temporarily stop or divert construction in the area of the find until it could be evaluated for significance by the qualified archaeologist. Significant or potentially significant resources would be subject to preservation or eligibility evaluation in consultation with the applicant, the City, and with any participating Native American entities.

The following mitigation measures are recommended to reduce potentially significant archaeological and Tribal Cultural Resource impacts to the existing milling site and any undiscovered resources that may be encountered during project grading and construction to less than significant.

Mitigation Measure No. 6 Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor(s) associated with a traditionally and culturally affiliated (TCA) Tribe(s) have been retained to implement a monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor(s). This verification shall be presented to the City in any contract execution, in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe(s) as identified through the consultation process. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

Mitigation Measure No. 7 The qualified archaeologist and a Native American monitor(s) shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program**.**

Mitigation Measure No. 8 The project developer shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session

[11] Ibid, page 17.

shall include a handout and focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary. A qualified professional archaeologist shall be on site along with a Native American monitor(s) during all on-site ground disturbance operations.

Mitigation Measure No. 9 Avoidance and preservation in place shall be the preferred manner of mitigating impacts to known archaeological and tribal cultural resources**.** In coordination with the qualified archaeological and Native American monitor(s), avoidance of cultural resources shall be ensured by the delineation of Environmentally Sensitive Areas, including an area within 100 feet of the known resource. The resource shall be marked with exclusion markers as "Environmentally Sensitive Areas". The qualified archaeological monitor and Native American monitor(s) shall monitor all ground disturbing activities within 100 feet of the Environmentally Sensitive Area in order to ensure avoidance. If preservation in place is not feasible, consultation with the affiliated consulting Tribe(s) is to resume to discuss and develop a Phase III data recovery plan, or other appropriate measures.

Mitigation Measure No. 10 In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 100 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist and the Native American monitor(s) have examined the newly discovered artifact(s) and have evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Native American monitor(s) in coordination with the qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes identified through project consultation, shall be contacted and consulted, and Native American construction monitoring shall continue. The project developer and the City in consultation with the affiliated consulting tribe(s) shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. No photography, invasive or non-invasive testing is permitted unless prior written approval of the affiliated Tribes as identified throughout the consultation process.

All inadvertent discoveries are to be kept on project site at a secured and locked location agreed upon by the TCA tribe(s) and the City, until reburial on project site.

Reburial on Project Site: Prior to Notice of Completion for the Grading and Site Improvements, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any

ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Prehistoric Resources – the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate and consulted with the TCA tribe(s), and the City. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report.

The Phase IV Report shall be filed with the City under a confidential cover and not subject to a Public Records Request.

Mitigation Measure No. 11 Prior to release of the grading bond, the archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of any on-site archaeological monitoring. The report shall be submitted to the project developer, the South Central Costal Information Center, the City, the affiliated Tribe(s) that participated in project consultation, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

Mitigation Measure No. 12 Qualified Native American monitor(s) shall be present during all on-site ground disturbance operations.

c) ***Disturb any human remains, including those interred outside of formal cemeteries?*** **No Impact.** The project site has not been used as a cemetery in the past. In addition, the site is not known to have been used for any activities that have resulted in human remains being present on the property. In the unlikely event that human remains are found during construction, those remains would require proper treatment, in accordance with applicable laws. State of California Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, the excavation must stop in the vicinity of the find and in any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Compliance with Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98, related to protection of human remains, would reduce potential impacts associated with future development project proposals to a less than significant level, along with Mitigation Measure No. 6 through 12 above.

VI. ENERGY: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*** **Less Than Significant Impact.** Information found in this section, as well as other aspects of the project's energy implications, are discussed in greater detail in "Section VIII (Greenhouse Gas Emissions)" and Section "XVII (Transportation)" of this MND and included in an Air Quality, Global Climate Change and Energy Impact Analysis[12] in Appendix A.

California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient. Given the nature of the proposed project, this energy discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity and natural gas for building uses and fuel for vehicle trips associated with the project.

Electricity and Natural Gas

Electricity and natural gas would be provided by San Diego Gas & Electric (SDG&E). SDG&E provides electrical and natural gas service to the project area through State-regulated utility contracts.

Transportation Energy Resources

The project would generate vehicle trips and consume energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project patrons and employees via commercial outlets.

State of California Energy Plan

The California Energy Commission (CEC) is responsible to prepare the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

[12] ISKCON of Escondido, Air Quality, Global Climate Change and Energy Analysis, October 17, 2023 Revised.

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023 and build upon the 2019 Standards.

California Building Energy Efficiency Standards (Title 24, Part 11)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The 2022 California Green Building Standards Code became effective on January 1, 2023.

Construction Energy Demands

Construction Equipment Electricity Usage Estimates

Based on the 2021 National Construction Estimator, Richard Pray (2021) , the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.37. The project plans to develop the site with ten lots for single-family dwelling units and one lot for an approximately 9,293 square foot Krishna Temple. Based on Table 12, the total power cost of the on-site electricity usage during the construction of the project is estimated to be approximately $477.68. Furthermore, as shown in Table 13, the total electricity usage from project construction related activities is estimated to be approximately 1,303 kWh.

Table 12
Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Land Use Type	Total Building Size (1,000 Square Foot)[1]	Construction Duration (months)	Construction Power Cost
$2.37	Residential	19.5	12	$554.58
	Place of Worship	11,767	12	$334.65
Total Project Construction Power Cost				$889.23
Cost per kWh[2]		Total Project Construction Electricity Usage (kWh)		
$0.34	Residential	1,853		
$0.45	Place of Worship	828		
Total Project Construction Electricity Usage (kWh)		2,681		

Notes:
(1) Place of Worship use includes 5,209 square foot temple (4,700 square foot hall and 509 square foot restrooms) and 4,084 square foot monk residence. The residential use square footage is from the CalEEMod default square footage of 19,500 square feet for the 10 single-family residential dwelling units.
(2) Assumes the project will be under the rate for Small Commercial Customers for the place of worship use and the Schedule DR - Residential rate for the single-family residential uses under SDG&E. https://www.sdge.com/total-electric-rates

Construction Equipment Fuel Estimates

Fuel consumed by the operation of the construction equipment would be the primary energy resource expended over the course of construction. The fuel that was estimated to be consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 6 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr./gallon (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a "single-event" for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

The project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr.-gal. Table 13 shows the results of the analysis of construction equipment.

Table 13
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Site Preparation	10	Rubber Tired Dozers	1	8	367	0.4	1174	635
	10	Tractors/Loaders/Backhoes	1	8	84	0.37	249	134
Grading	20	Excavators	1	8	36	0.38	109	118
	20	Graders	1	8	148	0.41	485	525
	20	Rubber Tired Dozers	1	8	367	0.4	1174	1,270
	20	Tractors/Loaders/Backhoes	3	8	84	0.37	746	806
Building Construction	110	Cranes	2	7	367	0.29	1,490	9,262
	110	Forklifts	4	8	82	0.2	525	4,893
	110	Generator Sets	1	8	14	0.74	83	1,080
	110	Tractors/Loaders/Backhoes	5	7	84	0.37	1,088	8,114
	110	Welders	2	8	46	0.45	331	2,059
Paving	20	Pavers	2	8	81	0.42	544	588
	20	Paving Equipment	2	8	89	0.36	513	554
	20	Rollers	2	8	36	0.38	219	237
Architectural Coating	20	Air Compressors	1	6	37	0.48	107	115
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								30,342

Notes:

(1) Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

As shown, the project construction activities would consume an estimated 30,342 gallons of diesel fuel. As stated previously, project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

For the purposes of this analysis it was assumed that construction worker trips would be associated with light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 25 percent/50 percent/25 percent, respectively. With respect to estimated VMT, the construction worker trips would generate an estimated 23,534 VMT.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses using information generated using CARB's 2021 EMFAC model. An aggregate fuel efficiency of 24.95 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 14 shows that an estimated 1,243 gallons of fuel would be consumed for construction worker trips.

Table 14
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	5	12	600	25.57	23
Grading	20	15	12	3,600	25.57	141
Building Construction	230	8.54	12	23,570	25.57	922
Paving	20	15	12	3,600	25.57	141
Architectural Coating	20	1.71	12	410	25.57	16
Total Construction Worker Fuel Consumption						1,243

Notes:
(1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod Version 2022.1.1.19 defaults.
(2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2).

Construction Vendor/Hauling Fuel Estimates

Tables 15 and 16 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating, respectively. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 2,333 VMT. It is assumed that contractors would be responsible to bring architectural coatings and equipment in their light duty vehicles. Vendors delivering construction material or hauling debris from the site during building construction would use medium to heavy duty vehicles with an average fuel consumption of 7.29 mpg for medium heavy-duty trucks and 5.83 mpg for heavy heavy-duty trucks. As shown in Table 156 an estimated 356 gallons of fuel would be consumed for vendor and hauling trips.

Table 15
Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks)

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)[1]	Vehicle Miles Traveled[1]	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	0	7.63	0	6.67	0
Grading	20	0	7.63	0	6.67	0
Building Construction	110	2.78	7.63	2,333	6.67	789
Paving	20	0	7.63	0	6.67	0
Architectural Coating	20	0	7.63	0	6.67	0
Total Construction Vendor Fuel Consumption						789

Notes:
(1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod Version 2022.1.1.19 defaults.
(2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes vendor trips are made by a fleet consisting of 50 percent medium trucks (MHDT) and 50 percent heavy trucks (HHDT).

Table 16
Construction Hauling Fuel Consumption Estimates (MHD & HHD Trucks)

Phase	Number of Days	Total Hauling Trips	Trip Length (miles)[1]	Vehicle Miles Traveled[1]	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	0	20	0	5.94	0
Grading	20	0	20	0	5.94	0
Building Construction	230	0	20	0	5.94	0
Paving	20	0	20	0	5.94	0
Architectural Coating	20	0	20	0	5.94	0
Total Construction Hauling Fuel Consumption						0

Notes:
(1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod Version 2022.1.1.19 defaults.
(2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Construction Energy Efficiency/Conservation Measures

Construction equipment used during project construction would conform to CARB regulations and California emissions standards. The project does not propose any unusual project characteristics or construction techniques that would require the use of equipment that would be more energy intensive than used for a similar project or use equipment that would not conform to current emissions standards (and related fuel efficiencies). As a result, the equipment that would be used to construct the project would not result in an inefficient wasteful, or unnecessary consumption of fuel.

As required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, idling times of construction vehicles are limited to no more than five minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by the city.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses (Sections 2 and 3 of this report), it is assumed that, for both the proposed project, an average trip for autos and light trucks and 2-axle trucks was assumed to be 14.93 miles and 34-axle trucks were assumed to travel an average of 13.58 miles. For a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 17 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks. As shown, the project is estimated to consume approximately 43,371 gallons of fuel per year.

Table 17
Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles[1]	Average Trip Length (miles)[2]	Daily VMT	Average Fuel Economy (mpg)[3]	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	99	14.93	1,478	32.47	45.52	16,615
Light Truck	Automobile	10	14.93	149	24.09	6.20	2,262
Light Truck	Automobile	45	14.93	672	24.17	27.80	10,146
Light Heavy Truck	2-Axle Truck	6	14.93	90	12.14	7.38	2,693
Light Heavy Truck 10,000 lbs. +	2-Axle Truck	1	14.93	15	11.81	1.26	461
Motorcycle	Automobile	5	14.93	75	39.29	1.90	693
Medium Truck	Automobile	27	14.93	403	20.07	20.09	7,331
Motor Home	--	1	14.93	15	5.29	2.82	1,030
Medium Heavy Truck	3-Axle Truck	2	15.58	27	7.51	3.62	1,320
Other Bus	--	0	14.93	0	5.8	0.00	0
School Bus	--	0	14.93	0	8.71	0.00	0
Urban Bus	--	0	14.93	0	5.89	0.00	0
Heavy Heavy Truck	4-Axle Truck	1	13.58	14	6.06	2.24	818
Total		197	--	2,937	-	118.82	--
Total Annual Fuel Consumption							43,371

Notes:
(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.
(2) This analysis utilizes the weekday average total vehicle trips of 192 trips per day as provided in the Traffic Scoping Agreement (LOS Engineering, Inc., September 20, 2023).
(3) Based on EMFAC2021 emission rates for opening year of 2025.

Vehicle Type	Vehicle Mix	Number of Vehicles 1	Average Trip Length (miles)[2]	Daily VMT	Average Fuel Economy (mpg)[3]	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	97	14.93	1,448	31.5	45.97	16,781
Light Truck	Automobile	10	14.93	149	23.63	6.32	2,306
Light Truck	Automobile	43	14.93	642	23.52	27.30	9,963
Light Heavy Truck	2-Axle Truck	6	7.1	43	11.89	3.58	1,308
Light Heavy Truck 10,000 lbs +	2-Axle Truck	1	7.1	7	11.57	0.61	224
Motorcycle	Automobile	5	14.93	75	39.12	1.91	697
Medium Truck	Automobile	26	14.93	388	19.5	19.91	7,266
Motor Home	--	1	7.1	7	5.27	1.35	492
Medium Heavy Truck	3-Axle Truck	2	7.1	14	7.4	1.92	700
Other Bus	--	0	7.1	0	5.69	0.00	0
School Bus	--	0	7.1	0	8.6	0.00	0
Urban Bus	--	0	7.1	0	5.79	0.00	0
Heavy Heavy Truck	4-Axle Truck	1	7.1	7	5.94	1.20	436
Total		192	--	2,780	-	110.06	--
Total Annual Fuel Consumption							40,172

Notes:

(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.

(2) This analysis utilizes the weekday average total vehicle trips of 192 trips per day as provided in the Traffic Scoping Agreement (LOS Engineering, Inc., September 20, 2023).

(3) Based on EMFAC2021 emission rates for opening year of 2025.

The estimated trip generation and VMT for the project are consistent with similar residential and church uses of similar scale as reflected in the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. The state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. The increase in fuel consumption from the project is insignificant in comparison to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity and natural gas. The annual natural gas and electricity demands are shown in Table 18. As shown, the estimated electricity demand for the project is approximately 235,688 kWh per year. In 2021, the non-residential sector of the County of San Diego consumed approximately 12,285 million kWh of electricity and the residential sector of the County of San Diego consumed approximately 7,480 million kWh of electricity. The estimated natural gas consumption for the project is approximately 760,135 kBTU per year. In 2021, the non-residential sector of the County of San Diego consumed approximately 228 million therms of gas and the residential sector of the County of San Diego consumed approximately 296 million therms of gas. The increase in use of both electricity and natural gas demand

for the project is insignificant compared to the County's 2021 non-residential and residential sector demand.

Table 18
Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year[1,2]
Single Family Housing	285,169
Place of Worship	474,966
Total	**760,135**
Electricity Demand	**kWh/year**
Single Family Housing	61,413
Place of Worship	105,590
Parking Lot	68,685
Total	**235,688**

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The project would be required to comply with Title 24 standards. Therefore, the project's energy demands, and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is in a developed area. Vehicular access to/from the site is provided by an existing circulation system. Since there is an existing circulation system that serves the site, the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for and does not propose any intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the project developer would be required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by SDG&E.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Conclusions

As discussed above, project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The project does not include any unusual characteristics or construction processes that would require the use of construction equipment that would be more energy intensive than used for similar construction activities for a residential development and religious project that is not proposing any additional features that would require a larger energy demand than other residential and religious projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of existing available resources and energy delivery systems. The project would not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The project would not have any long-term effects on an energy provider's future energy development or future energy conservation strategies. The project would be required to comply with the City's Energy Climate Action Element (ECAE). The project energy impacts would be less than significant.

b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*** **Less Than Significant Impact.** The project would be required by the City to comply with all applicable CALGreen (Title 24, Part 11) state energy requirements to minimize energy consumption. Therefore, the project would not conflict with or obstruct a state or local energy plan. The project would not significantly impact any energy plan.

VII. **GEOLOGY AND SOILS: Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable because 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 direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater	☐	☐	☐	☒

disposal systems where sewers are not available for the disposal of waste water?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) ***Director or indirectly cause 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.)*** **Less Than Significant Impact.** A geotechnical report[13] was prepared for the project. A copy of the report is included in Appendix D of this MND.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone.[14] The closest known Class A fault to the project site, which have the highest potential to generate earthquakes and/or surface rupture, is the Julian segment of the Elsinore fault zone and approximately 12.7 miles northeast of the project.[15]

While there are faults in the region that could generate moderate to significant ground shaking at the site, the incorporation of the seismic design recommendations on pages 25-26 of the geotechnical report[16] regarding seismic design and construction in compliance with the 2022 California Building Code (CBC) and all other local building codes would reduce potential fault impacts of the project to less than significant.

ii. ***Strong seismic ground shaking?*** **Less Than Significant Impact.** Because the project site is in Southern California and a seismic active area, there is the potential for strong ground motion at the site. As stated above, the Julian segment of the Elsinore fault zone, which is approximately 12.7 miles northeast of the project, is the closest known active fault to the site. As with all projects in the City of Escondido, the design and construction of the project and all site improvement must comply with the current 2022 CBC and all applicable local building codes. Project compliance with the 2022 CBC and applicable building codes would reduce potential strong ground shaking impacts to less than significant.

iii. ***Seismic-related ground failure, including liquefaction?*** **Less Than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations.

As shown in Figure VI-9 Seismic and Geologic Hazards map on page VI-18 of the Escondido General Plan the project site is located within an area that is mapped as a Liquefaction Hazardous Area. However, the preliminary geotechnical investigation states the site is underlain at shallow depth by granitic bedrock which is not considered susceptible to liquefaction and/or seismic induced

[13] Preliminary Geotechnical Investigation, Proposed International Society for Krishna Consciousness Temple and Residential Development, 1315 and 1365 Rincon Avenue, Escondido, California, CTE, August 25, 2023.
[14] Ibid, page 10.
[15] Ibid, page 11.
[16] Preliminary Geotechnical Investigation, Proposed International Society for Krishna Consciousness Temple and Residential Development, 1315 and 1365 Rincon Avenue, Escondido, California, CTE, August 25, 2023.

settlement. As a result, the potential for liquefaction or significant seismic settlement at the site is low[17]. The potential impact of the project to liquefaction impacts is less than significant.

iv. ***Landslides?*** **Less Than Significant Impact.** Landslides involve the downhill motion of earth materials during or after earth shaking. Historically, landslides triggered by earthquakes have been a significant cause of damage. Areas that are most susceptible to earthquake induced landslides are areas with steep slopes, in poorly cemented or highly fractured bedrock, areas underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The topography on the site ranges from a high of approximately 950 feet above mean sea level in the middle of the site near the southern project boundary to a low of approximately 760 feet above mean sea level near the northwest corner of the site and an elevation difference of approximately 190 feet. Figure 12 Slope Map, shown previously in this MND, shows the existing slope on the site. The slope on the areas of the site that are proposed for development ranges from 0 to a maximum of 25%.

According to the California Landslide Inventory map complied by California Geological Survey (CGS), no landslides are mapped in the site. The existing on-site slopes are generally stable. Additionally, no evidence of landslides was observed during the field exploration at the site. Therefore, landslides are not considered to be a significant geologic hazard at the project site.[18]

b) ***Result in substantial soil erosion or loss of topsoil?*** **Less Than Significant Impact.** The City would require the project developer to meet and comply with all applicable local and state grading and construction codes. Since the project would disturb more than one acre the project contractor would be required to meet the NPDES Construction General Permit requirements to install and maintain all applicable City required short-term construction soil erosion control measures to reduce and minimize soil erosion impacts throughout project grading and construction. The contractor would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City and identify all Best Management Practices (BMPs) that would be incorporated into the project prior to the start of demolition and grading and maintained throughout construction to reduce and minimize off-site soil erosion. The requirement by the City for the contractor to incorporate all applicable mandated soil erosion control measures into project construction would minimize and reduce potential soil erosion impacts to less than significant.

c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*** **Less Than Significant Impact.** Based on the geotechnical report the project would not be significantly impacted by unstable on or off-site geologic or soil conditions.[19] All grading and construction would have to comply with all applicable requirements of the 2022 CBC and recommendations of the geotechnical report.

d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*** **Less Than Significant Impact.** Based on the geotechnical report and laboratory tests of representative subgrade of on-site materials, near surface soils on the site are anticipated to generally exhibit low expansion potential (Expansion Index of 50 or less). Additional evaluation of near-surface soils should be performed based on field observations during grading and excavation activities.[20] The project would not be significantly impacted by expansive soil.

[17] Preliminary Geotechnical Investigation, Proposed International Society for Krishna Consciousness Temple and Residential Development, 1315 and 1365 Rincon Avenue, Escondido, California, CTE, August 25, 2023, page 12.
[18] Ibid.
[19] Preliminary Geotechnical Investigation, Proposed International Society for Krishna Consciousness Temple and Residential Development, 1315 and 1365 Rincon Avenue, Escondido, California, CTE, August 25, 2023.
[20] Ibid, page 13.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?*** **No Impact.** The project applicant does not propose the use of an on-site septic tank. The project applicant would be required by the City to connect to an existing 8-inch sewer line in Rincon Avenue adjacent to and north of the project site. The project would not have any septic or alternative wastewater disposal system impacts.

f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*** **Less Than Significant with Mitigation Incorporated.** A records search for paleontological resources to be present on the site was conducted at the Western Science Center.[21] Based on the research, the geologic units underlying the project site are mapped primarily as Pleistocene aged old alluvial flood-plain deposits at the northern end of the project where development is proposed and Cretaceous monzogranite elsewhere (Kennedy, Tan, Bovard, Alvarez, Watson, and Guitierrez 2007). Monzogranite units are not considered to be paleontologically sensitive. However, Pleistocene alluvial units at the northern end of the site are considered fossiliferous and highly paleontologically sensitive. The Western Science Center does not have any localities within the project area or within a 1 mile radius, although there are localities from similarly mapped units across Southern California. Any fossil specimens recovered from the project site would be scientifically significant and would impact the paleontologically sensitive Pleistocene units. It is recommended that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils from the study area.[22]

The following measure is required `to reduce potential paleontological resource impacts during project grading to less than significant.

Mitigation Measure No. 13 Prior to the issuance of a grading permit, the project applicant shall provide written evidence to the Escondido Planning Division that a qualified professional paleontologist has been retained to review the proposed project area to determine the potential for paleontological resources to be encountered. If there is a potential for paleontological resources to occur, the paleontologist shall identify the area(s) where these resources are expected to be present, and a qualified paleontological monitor shall be retained to monitor the initial cut in any areas that have the potential to contain paleontological resources. The paleontological monitor shall be present at the pre-grading conference, shall establish procedures for paleontological resource surveillance, and shall establish, in cooperation with the project applicant and the City of Escondido, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of any paleontological resources discovered during grading and construction, as appropriate. If the paleontological resources are found to be significant, the paleontological observer shall determine appropriate actions, in cooperation with the project applicant and the City of Escondido, for exploration and/or salvage. Because many small specimens can only be recovered by screening and picking matrix, it is recommended that substantial matrix samples should be collected and processed to recover the fossils. All specimens recovered shall be prepared to the point of identification prior to their deposition into an accredited scientific institution. Costs of the provisions identified above shall be borne by the project developer or its agents. The paleontologist shall submit a follow-up report to the Escondido Planning Division, which

[21] Western Science Center, Brittney Stoneburg, MSc, July 13, 2023.
[22] Ibid.

shall include the period of inspection, an analysis of any artifacts found, and the present repository of the artifacts.

VIII. **GREENHOUSE GAS EMISSIONS: Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*** **Less Than Significant Impact.** A greenhouse gas report[23] was prepared for the project. A copy of the report is included in Appendix A of this MND.

Existing Greenhouse Gas Environment

Constituent gases of the earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the earth's radiation amount by trapping infrared radiation emitted from the earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases greater than natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the earth's natural climate, known as global warming or climate change. The emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of California's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period, relative to the emissions of 1 ton of carbon dioxide (CO2). The larger the GWP, the more that a given gas warms the earth compared to CO2 over that time. The time that is typically used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Greenhouse Gas Standards and Regulation

International

[23] ISKCON of Escondido, Air Quality, Global Climate Change, and Energy Impact Analysis, Ganddini Group, Inc., October 17, 2023.

Montreal Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States.

The Paris Agreement

The Paris Agreement became effective November 4, 2016. The Paris Agreement built upon the Convention and – for the first time – attempted to bring all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so.

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change.

Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions.

Clean Air Act

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA and adopted a Final Endangerment

Findings for the six defined GHGs (CO2, CH4, N2O, HFCs, PFCs, and SF6) were signed on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistent with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

State of California

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Energy Sector and CEQA Guidelines

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2022 to include new mandatory measures for residential and nonresidential uses and took effect on January 1, 2023.

Local

City of Escondido General Plan

The City of Escondido's General Plan contains goals and policies regarding climate protection in the Resources Conservation Element. The goals and policies applicable to the project are stated below.

Goal 7 Improved air quality in the city and the region to maintain the community's health and reduce green-house gas emissions that contribute to climate change.

Policy 7.2 Reduce regional greenhouse gas emissions through the following measures including, but not limited to:

a) Implementing land use patterns that reduce automobile dependence (compact, mixed-use, pedestrian, and transit-oriented development, etc.);
b) Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management programs, jobs-housing balance, and similar techniques;
c) Supporting public transportation improvements;
d) Encouraging the use of alternative modes of transportation by expanding public transit, bicycle, and pedestrian networks and facilities;
e) Participating in the development of park-and-ride facilities;
f) Maintaining and updating the city's traffic signal synchronization plan;
g) Promoting local agriculture;
h) Promoting the use of drought-tolerant landscaping; and
i) Encouraging the use of non-polluting alternative energy systems.

City of Escondido Climate Action Plan

The City of Escondido adopted a Climate Action Plan in March 2021. The CAP provides a comprehensive roadmap to address the challenges of climate change in the City of Escondido. The City partnered with the San Diego Association of Governments (SANDAG) to create the CAP to achieve GHG reductions and address climate change at the local level. To combat climate change, the CAP sets GHG reduction targets and proposes achievable, locally based strategies to reduce GHG emissions from both municipal and community activities. The CAP focuses on reducing emissions by 2020 and 2030 to be consistent with the legislative State targets and reducing emissions by 2035 to demonstrate the recommended trajectory to meet the State's 2050 goal.

The CAP has established a GHG screening threshold (set at 500 metric tons carbon dioxide equivalent [MTCO2e] per year) for new development projects to determine if a project would need to demonstrate consistency with the CAP through the CAP Consistency Review Checklist (Checklist). New development projects that are consistent with the General Plan and expected to generate fewer than 500 MTCO2e annually would not have a cumulative impact and would not be required to provide additional analysis. The Checklist includes a list of the size and types of projects that would be expected to generate fewer than 500 MTCO2e per year. In addition, new development projects that are expected to generate greater than 500 MTCO2e annually, but are consistent with the General Plan land use designation and zoning, may be determined to have a less than significant cumulative impact if they are determined to be consistent with the CAP. A project's consistency with the CAP will be determined through the Checklist. The Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved.

Thresholds of Significance

To determine the potential significance of the project's GHG emissions this GHG analysis uses the screening criteria identified in the city's CAP. An analysis of the project's compliance with all applicable regulations and plans for GHG emissions is provided below.

As stated in the city's CAP, the City Guidance Document provides methods to estimate mixed-use project development thresholds. The City Guidance Document states that mixed-use projects can provide a comparison to the screening thresholds using a single-family equivalency (SFE) factor. All mixed-use projects that demonstrate the proposed development is equal to or less than 36 SFE units would be considered below the screening threshold and result in less than significant impacts.

Based on the City Guidance Document the proposed project would generate less than 36 SFE units. Because the project is less than 36 SFE units, it is not subject to the measures contained in the CAP checklist, and no quantitative analysis of GHG emissions is required. Therefore, the project's GHG impact would be less than significant.

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*** **No Impact.** The project is consistent with the City's CAP and as a result the project would not conflict with or impact any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

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

a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*** **Less Than Significant Impact.** A Phase I[24] Environmental Site Assessment (ESA) was prepared for the project site. A copy of the report is included in Appendix E of this MND.

The project does not propose to transport, use, or dispose of any hazardous materials. The only hazardous materials that would be transported and stored on the site includes the temporary storage of hazardous materials for use by the construction contractor to operate and maintain the various types of motor-powered construction equipment that would operate during project grading and construction. The types of hazardous materials that would be used during construction includes diesel fuel, gasoline, lubricants, paints, solvents, etc. It would be the responsibility of the contractors to use and store all hazardous materials in compliance with applicable Federal, State, and local laws and regulations during project construction. Once operational, the Krishna Temple maintenance personnel would use standard janitorial cleaning materials to clean and maintain the Krishna Temple during its operational life. Similarly, each homeowner would use typical janitorial cleaning materials to maintain their residence, which would include various types and quantities of hazardous materials that are normally used for cleaning a residential dwelling. Herbicides and pesticides may be used to maintain project landscaping. The transportation, use, and storage of all cleaning and maintenance hazardous materials in compliance with all applicable Federal, State, and local regulations would reduce the potential for significant impacts to less than significant. The project would not have any significant impacts associated with the transportation, use or storage of hazardous materials.

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*** **Less Than Significant with Mitigation Incorporated.** A site survey was conducted on June 13, 2023 to physically observe the property and adjoining properties for conditions indicating a potential environmental concern. Environmental concerns would include evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage and/or handling. Except for some minor petroleum storage issues as discussed below, no evidence of environmental concerns above the De Minimis threshold was noted on the property.

Based on the Phase I ESA the following findings and opinions are presented:

- Known or suspected Recognized Environmental Concerns (RECs) – defined by the ASTM E1527-13/21 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

This assessment has revealed the following evidence of known or suspected RECs in connection with the property:

The northwest corner of the property where single family residential units are planned, was previously developed with orchards between 1939 and 1963. Based on this historical use, the use of agricultural pesticides would be expected and is considered a REC.

[24] Phase I Environmental Assessment, 24-Acre Mixed Use Property, 1315 and 1365 Rincon Avenue, APN 224-100-84 AND -85, City of Escondido, County of San Diego, TA-Group DD, LLC, June 23, 2023.

- Controlled RECs (CRECs) – are defined by the ASTM E1527-13/21 as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).

This assessment has revealed no evidence of CRECs in connection with the subject property.

- Historical RECs (HRECs) – are defined by the ASTM E1527-13/21 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).

This assessment has revealed no evidence of HREC's in connection with the subject property.

- De Minimis Conditions – include environmental concerns identified which may warrant discussion but do not qualify as RECs, as defined by the ASTM E1527-13/21.

This assessment has revealed the following evidence of a de minimis condition in connection with the subject property:

Small quantities of used oil and/or petroleum products were noted in the site reconnaissance in 2 locations (outdoor storage sheds). Based on the small quantities and absence of staining, these areas are considered DeMinimus. The property owner should properly store such materials in the future to prevent spillage in accordance with the Department of Toxic Substance Control (DTSC) requirements.

Based on the recommendations of the Phase I ESA the following mitigation measures are recommended:

Mitigation Measure No. 14 Prior to the issuance of a grading permit, the existing used oil and/or petroleum products at the two on-site outdoor storage sheds shall either be removed or properly stored in accordance with the Department of Toxic Substance Control (DTSC) Senate Bill 546 to prevent spillage.

Mitigation Measure No. 15 Prior to the issuance of a grading permit for the residential lots, shallow soil tests for organo-chloride pesticides shall be conducted at 8-12 locations. If pesticides are found to be present the test results shall be compared to California Department of Toxic Substance Control (DTSC) residential guidance criteria. If test results do not meet DTSC residential guidance criteria the soil shall be excavated and/or disposed to meet DTSC requirements to the satisfaction of the City engineer.

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** **No Impact.** The closest school to the project is North Broadway Elementary School that is located at 2301 N. Broadway and approximately one mile west of the site. The project does not propose any use that would emit, generate, or handle any hazardous or acutely hazardous materials or substances and impact any school within one-quarter mile of the project or North Broadway Elementary 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 environment?*** **No Impact.** Based on the Phase I ESA the project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5.[25] The project would not have a hazardous impact to the public or environment per Government Code Section 65962.5.

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, would the project result in a safety hazard or excessive noise for people working or residing in the project area?*** **No Impact.** The closest public airport to the project is the McClellan-Palomar Airport that is approximately 12 miles west of the site. Due to the distance of the McClellan-Palomar Airport from the site, the project would not have any safety or noise impacts to project residents or guests of the Krishna Temple.

f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*** **Less Than Significant Impact.** All the proposed improvements are located on private property. The project would not interfere with or impact any designated evacuation routes in Escondido, including Rincon Avenue that is adjacent to the project. The project would not significantly impact any emergency evacuation routes in the city.

g) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*** **Less Than Significant with Mitigation Incorporated.** The project site is in a Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ).[26] The project is not in a State or Federal Responsibility Area.

A Fire Protection Plan (FPP) [27] was prepared for the project. A copy of the FPP is included in Appendix F of this MND. The FPP has two main objectives. First, it provides fuel treatment guidelines for the property owner(s) and any subsequent owner(s). Second, it provides features for the developer, architect, builder, and the Escondido Fire Department to improve the relative safety of the proposed Temple and residential units from approaching wildfire.

The FPP includes:

- A wildland fire hazard rating assessment and expected fire behavior of both on-site and off-site native vegetative fuels;
- A long-term perimeter vegetative fuel modification treatment and maintenance plan to minimize the potential loss of any structure due to wildland fires;
- A long-term interior open space fuel modification treatment plan and "Firewise Landscaping" criteria to be utilized around the planned structures;
- "Ignition Resistant Building Features" that will be required for all structures;
- A review of existing structures and building features, community protection systems (e.g., water and access), and specifications to assure these structures, features and systems adequately protect life and property.

The FPP identifies the potential fire hazards for a wildland fire on the site and the areas surrounding the site and prepared a Conceptual Fuel Treatment Map to protect the project from a wildfire. Figure 16, Conceptual Fuel Treatment Map shows the proposed fuel treatment map for the project.

[25] Phase I Environmental Assessment, 24-Acre Mixed Use Property, 1315 and 1365 Rincon Avenue, APN 224-100-84 AND -85, City of Escondido, County of San Diego, TA-Group DD, LLC, June 23, 2023, Appendix D, page 8.
[26] https://osfm.fire.ca.gov/media/5961/escondido.pdf
[27] Fire Protection Plan, ISKCON, Firewise, October 17, 2023.

Based on the results of the FPP and the Conceptual Fuel Treatment Map, the following measures are required to reduce potential wildland fires on the site to less than significant.

Mitigation Measure No. 16 Prior to occupancy, the following measures are required for the Temple and the residential units.

- Remove all dead trees and shrubs around existing structures.
- Install a security gate at the Temple site access road with Knox Box keypad, Opticom strobe light or similar fire department approved access system with required entrance gate width;
- Maintain all fuel treatment zones within Temple site and residential areas by property owners. Zone 0 shall be a minimum of 5 feet directly surrounding all structures. Zone 1 will be from 5' to 50 feet around each structure. Zone 2 is the area 50 feet to 100 feet around all structures.
- Maintain and improve, where needed, fuel modification along all access roads, a minimum 20-foot width on both sides of access roads;
- Limbing of trees surrounding structures, and access roads;
- Robust fuel treatment zones where indicated on the Fuel Treatment Map.

Mitigation Measure No. 17 Prior to occupancy, the following measures are required for the areas adjacent to the north project boundary:

- Robust fuel treatment zones where indicated on the Fuel Treatment Map.
- Realignment of Rincon Avenue to improve Fire Department access and guest, residents, and employee egress.

Mitigation Measure No. 18 Prior to occupancy, the following measures are required for the areas adjacent to the east project boundary:

- Removal of SCAL18 fuels within Zones 1 and 2 on west facing slope;
- Removal of dead and down material and limbing of trees;
- Irrigation of manufactured slopes until root systems have been established or as long as desired;
- Robust fuel treatments zones where indicated on the Fuel Modification Zone Map.

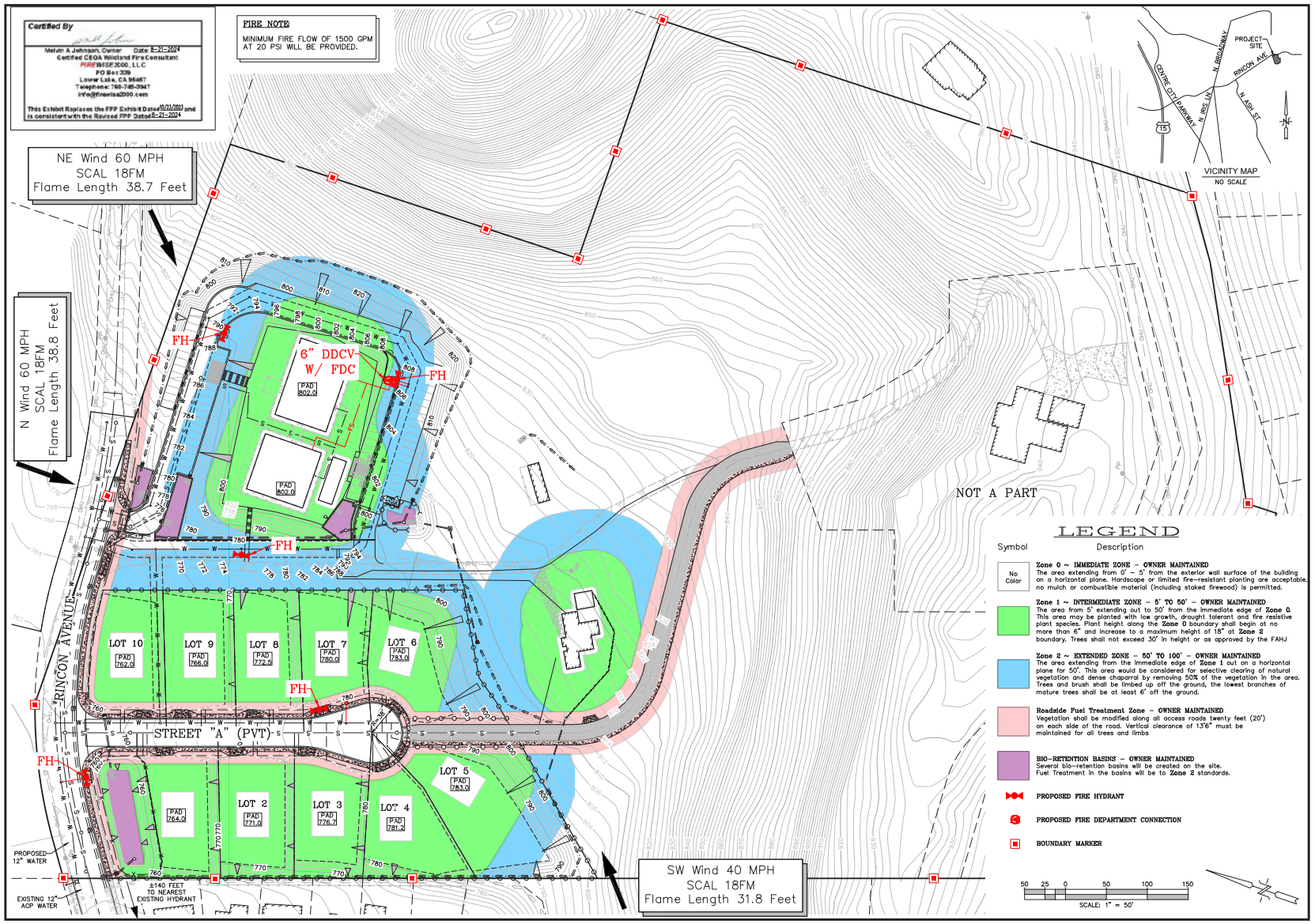
Mitigation Measure No. 19 Prior to occupancy, the following measures are required for the areas adjacent to the southern project boundary:

- Trim trees and shrubs from around site;
- Removal of dead and down material under eucalyptus trees;
- Limbing of trees along access roads where required.

Mitigation Measure No. 20 Prior to occupancy, the following measures are required for the areas adjacent to the west project boundary:

- Remove all dead and down vegetation;
- Limbing of trees around roads and structures.

Figure 16 – Conceptual Fuel Treatment Map



Source: REC Consultants, Inc.

FIGURE 16

Conceptual Fuel Treatment Map

On and Off-Site Vegetation

There is an insignificant amount of on-site native wildland vegetation in the central portion of the project site, frequent discing of annual fuels has reduced native ground fuel significantly. The eastern and northern project boundary has small stands of buckwheat, sage with scattered eucalyptus trees. See Section "XX Wildfire" below in this MND for further wildland fire analysis. The impact of the exposure of the project to a wildland fire would be less than significant.

The ISKCON project is partially bordered by existing residential and agricultural businesses including avocado and citrus groves and a large, commercial nursery. In addition, small areas of native wildland fuels are close to the project site. The implementation of the planned fuel modification activities, and additional requirements outlined in the FPP, the exposure of project residents and attendees at the Krishna Temple and or structures to the risk of loss, injury or death involving wildland fires would be less than significant.

X. HYDROLOGY AND WATER QUALITY. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	h☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) ***Violate any water quality standards or waste discharge requirements?*** **Less Than Significant Impact.** A Preliminary Drainage Study[28], SWMM Modeling for Hydromodification Compliance[29] and a Priority Development Project (PDP) SWQMP[30] were prepared for the project. A copy of each report is included in Appendix G of this MND.

During project grading and construction, silt could be generated from the site, especially if construction occurs during the winter months, which typically extends from October to April when rainfall typically occurs. The City would require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 99-08-DWQ, San Diego Regional Water Quality Control Board (RWQCB) MS4 Permit by Order No. R9-2013-0001 as amended by R9-2015-001 and R9-2015-0100. The project must also comply with Chapter 33 - Zoning, Article 55 – Grading and Erosion Control and Chapter 22 - Wastewaters, Stormwaters, and Related Matters of the Escondido Municipal Code, City of Escondido Storm Water Design Manual, and the city's MS4 permit.

The SWPPP would require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs). The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that would be discharged from the site during all construction activity. The SWPPP would require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP would include specific BMPs that must be installed and implemented prior to the start of site clearance, grading, and construction. The installation and maintenance of all required BMPs by the contractor during construction would reduce potential water quality impacts to less than significant.

The project proposes to install five on-site Low Impact Development (LID) bio-filtration basins throughout the site. The biofiltration basins are shown in Figure 7, Landscape Plan. The LID bio-filtration basins are strategically located within the proposed developed areas of the site to capture and pretreat surface water runoff from both the proposed Krishna Temple, its surface parking lot, and the proposed residential area. Surface water runoff in each basin would either evaporate, percolate into the underlying ground or be discharged into a riser spillway when stormwater flows in each basin reaches a specific engineered level. The bottom of each basin would be comprised of a 3-inch layer of mulch, an 18-inch layer of amended soil (a highly sandy, organic rich composite with an infiltration capacity of at least 5 inches/hour) and a layer of gravel to allow stormwater infiltration into the underlying soil.[31]

The project developer would also be required to have a Water Quality Management Plan (WQMP) approved by City staff prior to the issuance of a grading permit. The WQMP would identify the BMPs that would be installed on-site to control project generated pollutants from entering the storm water runoff that would be generated by the project. The WQMP includes measures that would be included in the project to maximize the use of pervious materials throughout the site to allow on-site storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs.

The installation and regular maintenance of the State required SWPPP and WQMP would reduce the potential impacts from storm water runoff pollutants generated from the site during both project

[28] Preliminary Drainage Study for ISKCON Krishna Temple & Residential, Escondido, CA, REC Consultants, Inc., March 8, 2023.
[29] Technical Memorandum: SWMM Modeling for Hydromodification Compliance of: ISKCON Krishna Temple and Residential Development, Escondido, CA, REC Consultants, March 9, 2023.
[30] Priority Development Project (PDP) SWQMP, ISKCON Krishna Temple and Residential, 1365 Rincon Avenue, Escondido, CA 92026, REC Consultants, March 8, 2023.
[31] Technical Memorandum: SWMM Modeling for Hydromodification Compliance of: ISKCON Krishna Temple and Residential Development, Escondido, CA, REC Consultants, March 9, 2023, page 5.

construction and the ongoing operation of the project to less than significant. Furthermore, project compliance with Chapter 33 - Zoning, Article 55 – Grading and Erosion Control and Chapter 22 - Wastewaters, Stormwaters, and Related Matters of the Escondido Municipal Code, City of Escondido Storm Water Design Manual, and the city's MS4 permit would ensure the project have less than significant impacts on water quality or waste discharge.

b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.*** **Less Than Significant Impact.** The project proposes to connect to an existing 8-inch water main in Rincon Avenue adjacent to and north of the project site for potable water for the Krishna Temple and the residential units. The project does not propose and would not use local groundwater to serve the project.

As discussed in Section "X.a" above of this MND, the project proposes to install five on-site bio-filtration basins within the developed areas of the site. The on-site bio-filtration basins would allow surface water that enters the basin to percolate into the local groundwater, evaporate or discharged from the basin. The project would generate less surface water runoff compared to the existing condition by approximately 0.07 cubic feet per second (cfs).[32] The proposed on-site bio-filtration basins would increase the amount of water that percolates into the local groundwater unlike the current condition when most of the surface water sheet flows off the site to Rincon Avenue. The project could incrementally increase groundwater supplies with the percolation of surface water on the site into the local groundwater. The project would have a less than significant impact on groundwater supplies.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:***

i. ***Result in substantial erosion or siltation on or off site?*** **Less Than Significant Impact.** During project construction the exposed soil on the site would be subject to erosion during periods of rainfall. As discussed in Section "X.a" above of this MND, the project developer would be required to prepare a SWPPP and WQMP and implement the BMPs of both plans to reduce and minimize soil erosion both on and off the site. The implementation of the applicable BMPs would reduce and minimize the amount of siltation generated from the site. Once the project is constructed and operational all surface water runoff would be collected and discharged into one of the five proposed on-site bio-filtration basins located strategically within the developed areas of the site to capture the project generated stormwater. The bio-filtration basins would be routinely maintained to remove built-up trash and debris.

The City would require the project developer to comply with all applicable San Diego RWQCB and City stormwater controls, including compliance with all applicable NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants by the project. The City is a Co-Permittee to the San Diego County MS4 Permit by Order No. R9-2013-0001 as amended by R9-2015-001 and R9-2015-0100. In conformance with the MS4 permit and the Water Quality Management Plan (WQMP), the project would be required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) and minimize hydrologic conditions of concern (HCOCs), both during project grading and construction and upon completion of construction (post-construction).

In addition, all grading activity would be required to conform to the California Building Code, City Code, approved grading plans and good engineering practices. The project must also comply with SDAPCD Rule 51 (Nuisance) and Rule 55 (Fugitive Dust), which would reduce construction erosion

[32] Preliminary Drainage Study for ISKCON Krishna Temple & Residential, Escondido, CA, REC Consultants, Inc., March 8, 2023, Table 6, page 6.

impacts. Compliance with these federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to acceptable levels during project construction. Ground surfaces would be stabilized by project structures, paving, and landscaping for project operation upon completion of construction activities. Therefore, impacts associated with soil erosion and the loss of topsoil would be less than significant.

The installation of and the regular maintenance of all construction BMPs, including the five proposed on-site bio-filtration basins and compliance with required SWPPP and NPDES permits would reduce and minimize both on and off-site siltation from the project site during both project construction and the life of the project to less than significant. The project would not have significant erosion or siltation impacts either on or off the site.

ii. ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?*** **Less Than Significant Impact.** As discussed in Section "X.b" above of this MND, the project would decrease the amount of runoff that is currently generated from the site by approximately 0.07 cfs and would not increase surface water runoff greater than the existing condition. Therefore, the project would not have any significant on- or off-site flooding impacts.

iii. ***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?*** **Less Than Significant Impact.** As stated in Section "X.b" above of this MND, the project would decrease the amount of storm water runoff that is currently generated from the site by approximately 0.07 cfs. The existing storm drain system in Rincon Avenue that serves the site would continue to serve the project and the downstream storm water collection system has adequate capacity to serve the volume of stormwater from the project without significantly impacting the capacity of the existing storm water drainage system since the project would decrease the amount of stormwater generated from site compared to the existing condition. The proposed five on-site bio-filtration basins would not have any significant impact to the existing storm drain system that serves the site.

The project would be required to treat surface water runoff prior to its discharge to meet San Diego Regional Water Quality Control Board (SDRWQCB) water quality requirements and provide safeguards that surface water runoff would not provide sources of polluted runoff. As discussed in Section "X.a" above of this MND, the project would have to meet and comply with the MS4 permit requirements of the SDRWQCB to remove and prevent most project generated pollutants from being discharge from the site. The installation and required routine maintenance of the proposed underground storm drain collection and bio-filter system in compliance with the MS4 permit would treat, reduce, and filter most project runoff pollutants before discharge to the public stormwater system. As a result, the project would not significantly impact surface water quality.

iv. ***Impede or redirect flood flows?*** **Less Than Significant Impact.** The project would discharge project generated surface water runoff into Rincon Avenue adjacent to and north of the site at the same location that surface water is currently discharged from the site. The existing downstream storm drain system has capacity to handle the stormwater flows from the project since the project would generate approximately 0.07 cfs of runoff less than the current condition for a 50-year storm event. The project would not significantly impede or redirect flood water flows.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*** **No Impact.** According to the Federal Emergency Management Agency (FEMA), the project site is in Federal Emergency Management Agency (FEMA) Zone X[33], which is an area of moderate or minimal hazard from flooding. In addition, Figure VI-7 of the Escondido General Plan Community Protection Element shows that the project is in a FEMA flood zone outside the 100-year floodplain or 100-year floodway.

[33] National Flood Hazard Layer FIRMette.

The project is more than 15 miles east of the Pacific Ocean and approximately 770 feet above mean sea level. The project would not be exposed to or impacted by a tsunami due to its distance from the Pacific Ocean and its elevation. There are no water bodies or water tanks adjacent to or near the site that would impact the project due to a seiche. Because the project would not be impacted by a flood, tsunami or seiche, the project would not be impacted by a release of pollutants associated with a flood, tsunami or seiche.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*** **Less Than Significant Impact.** The project developer prepared a Preliminary Drainage Study, a Priority Development SWQMP and a SWMM Modeling for Hydromodification Compliance for the project. A copy of each report is included in Appendix G of this MND. The City would require the project developer to install and implement all proposed water quality collection and surface water runoff treatment measures listed in the reports, including the construction of five on-site bio-filtration basins in strategic locations throughout the developed areas of the site. As a result, the project would not conflict with or obstruct water quality control measures mandated by the state.

The City of Escondido would provide potable water to the project. Escondido's 2012 Water Master Plan with a primary objective to describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation, and demand management activities. In this case, the Water Master Plan provides water supply planning to the year 2030 and identifies water supplies needs to meet existing and future demands. The future water demand for its service area is based on the various land use types allowed by the Escondido General Plan. The Water Master Plan also analyzed its future water supply based on the reliability of its existing sources of water including local groundwater, recycled water, and imported surface water.

The City has an adequate water supply to meet the needs of the project.[34] Therefore, the project would not significantly impact future sources of water supply.

XI. LAND USE AND PLANNING: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect?	☐	☐	☒	☐

a) ***Physically divide an established community?*** **No Impact.** The project proposes to develop a site that is surrounded by a commercial nursery to the north, residential development to the west, south and northeast and open space to the east. The project proposes to develop ten single-family residences and a Krishna Temple on a site that is planned for the land uses proposed. The project does not propose to physically divide the existing site or divide or separate any of the adjacent surrounding land uses from the site. The project would not physically divide the existing established community nor preclude development of adjacent parcels.

[34] Jimmy Nagle, Engineer I, City of Escondido, email dated October 3, 2023.

b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*** **Less Than Significant Impact.** The land use designation for the project site is Estate II with 1 dwelling unit per 0.5, 1, and 20 acres and zoned R-E – Residential Estates. The Estate II designation allows single family development on relatively large lots. The Estate II designation allows a maximum density on the following slope categories: 0-25% - 2 du/1 ac; 25-35% - 1 du/1ac; and 35%+ - 1 du/20 ac. The minimum lot size is 20,000 square feet with a building height of 1-2 stories. Per the Escondido General Plan Land Use and Community Form Element, page II-19, land uses include "Spaced single family development on relatively large lots and properties that transition between more intensive suburban development and Estate I areas. The Recommended Urban Form Characteristics include large residential lots with low building coverage, units set back from the street with extensive on-site landscaping and semi-formal streets."

The project site is zoned R-E – Residential Estates. Per Article 6 – Residential Zones Section 33-90 – Purpose of this Chapter of the Escondido Municipal Code, "The estate residential (R-E) zone is established to provide a rural setting for family life in single-family detached dwellings. Provisions are made for the maintenance of limited agricultural pursuits as well as those uses necessary and incidental to single-family living." The R-E zone corresponds with and is consistent with the Estate II general plan designation.

Per Table 33-94 of the Escondido Municipal Code the proposed single-family detached residential units are a permitted use and the proposed Krishna Temple is allowed with a Conditional Use Permit (CUP) in the R-E zone.

Specific goals and policies of the Escondido General Plan that relate to and applicable to the residential land use and zoning designations include the following:

1. Community Character

GOAL 1: A community composed of distinct residential neighborhoods, business districts, and employment centers, whose urban form reflects the natural environmental setting.

Community Character Policy 1.1

New development should serve to reinforce the city's present development pattern of higher-intensity development within the downtown area and lower-intensity development in outlying areas. As a guide toward accomplishing this objective, new development projects shall be at an appropriate density or clustered intensity based upon their compatibility with the majority of the existing surrounding land uses. This policy shall limit density transfers from constrained portions of a property as defined in the land use and open space goals.

The project is consistent with Goal 1 and Community Character Policy 1.1 because the residential units and the Krishna Temple are a low intensity development and located in an outlying area of the City and compatible with the adjacent surrounding commercial, residential and open space land uses.

Community Character Policy 1.6

Residential Categories are established for purposes of providing the City with a range of building intensities to address various site constraints and opportunities. Proposed development shall not exceed the densities shown on the Land Use Plan and outlined in Figure II-6.

The residential units proposed by the project meet the density allowed for the site by the Estate II land use as shown in Figure II-6 of the Escondido General Plan and pursuant to Zoning Code Article 67 (Density Bonus and Residential incentives). Thus, the project is consistent with Goal 1 and Community Character Policy 1.6.

Community Character Policy 1.8

Require development projects to locate and design buildings, construct energy and water efficient infrastructure, reduce greenhouse gas emissions, enhance community livability and economic vitality, and implement other practices contributing to sustainable resources.

The project is designed to meet all energy and water efficient infrastructure requirements of the city. As discuss in Section "VIII" of this MND, the project meets and does not exceed established GHG emission thresholds. Eight of the ten residential units are proposed for market-rate housing and two of the units are proposed for low and moderate income households to provide an enhanced community livability and economically vital development. Thus, the project is consistent with Goal 1 and Community Character Policy 1.8.

Community Character Policy 1.10

Reduce light pollution and preserve views of the night sky through the design and sighting of light fixtures to minimize light spill-over onto adjacent properties.

The proposed residential units and the Krishna Temple would be required to meet all applicable lighting requirements of Article 35 Outdoor Lighting of the Escondido Municipal Code to minimize light trespass, and artificial sky glow for the benefit of the citizens of the City and astronomical research at Palomar Observatory, and to promote lighting design that provides for public safety, utility, and productivity while conserving energy and resources. The project would also be required by the City to meet all indoor and outdoor lighting requirements of the California Building Code, National Electrical Code, California Energy Code, and the California Green Building Standards Code. Thus, the project is consistent with Goal 1 and Community Character Policy 1.10.

Community Character Policy 1.11

Encourage new development to minimize the creation of incompatible glare through development design features (e.g., minimizing use of certain types of exterior building materials).

As required by and consistent with Escondido Municipal Code Article 35 Outdoor Lighting the proposed residential units and the Krishna Temple would be required to incorporate all applicable measures to minimize glare. Thus, the project is consistent with Goal 1 and Community Character Policy 1.11.

3. Residential Development

GOAL 3: Neighborhoods that provide a variety of housing types, densities, and design, and a mix of uses and services that support resident needs.

Residential Development Policy 3.1

Residential Density is defined as the maximum number of dwelling units permitted per acre, including streets within the development, excluding all ultimate circulation element street rights-of-way, adjustments for floodways as defined by the Federal Emergency Management Agency (FEMA—see Flooding Map) or the City, slope categories, and other environmental factors as designated in each land

use category and/or open space/ conservation element. Building intensity is based upon the number of dwellings per acre permissible in each category subject to constraints and opportunities provided by all General Plan policies. Limited nonresidential development, such as churches or schools, may occur in residential categories subject to state and local ordinances.

The proposed 10 residential dwelling units meet and are in compliance with the number of dwelling units allowed per acre for the site based on the R-E – Residential Estates zoning. Thus, the project is consistent with Goal 3 and Residential Development Policy 3.1.

Residential Development Policy 3.2

Permit limited non-residential development, such as churches or schools, on properties designated by residential use classifications subject to state and local ordinances.

The proposed Krishna Temple is an allowed use in the RE-Residential Estate zoning with a CUP. Thus, the project is consistent with Goal 3 and Residential Development Policy 3.2.

Residential Development Policy 3.5

Establish minimum single family lot sizes as prescribed in Figure II-6 unless the development is clustered in accordance with the cluster provisions.

Figure II-6 of the Escondido General Plan shows the minimum lot size of residential dwelling proposed in the Estate II land use is 20,000 square feet. The residential lots proposed for the site range from 0.31 acres (14,062 square feet) up to 0.63 acres (27,443 square feet) in size. Seven of the ten proposed residential lots are less than the required 20,000 square feet.

The project applicant proposes that two of the ten proposed residential units would be for low income families. The remaining eight residential units would be market rate units. State Density Bonus law is codified in Government Code Section 65915 - 65918, and specifically states, "granting of a density bonus shall not require, or be interpreted, in and of itself, to require a general plan amendment, zone change, or other discretionary approval." As such, regardless of density, the project is consistent with the provisions of the General Plan as long as it complies with State Density Bonus law and Article 67 of the Escondido Zoning Code.

Density Bonus and Residential Incentives

Article 67 of the Escondido Zoning Code is intended to encourage and incentivize the production of housing affordable to all segments of the population, consistent with State Density Bonus law. At a high level, a density bonus project is permitted to build more units than would otherwise be permitted on a particular property in exchange for restricting a percentage of those units for moderate, low, or very-low income households. The increase in density is based on the percentage of units restricted and the income level at which they are restricted. A density bonus project is also entitled to up to three incentives or concessions, which are defined in Government Code Section 65915(k), in part, to include "(a) reduction in site development standards or a modification of zoning code requirements or architectural design requirements ... that results in identifiable and actual cost reductions..." A density bonus project is allowed a maximum increase in density of 50% and a maximum of three incentives or concessions. Additionally, density bonus projects are entitled to waivers from development standards which would have the effect of physically precluding the construction of the proposed density bonus project.

Article 67, Sec. 33-1414 2 a. Development, Design, and Zoning Code Requirements of Escondido Ordinance No. 2021-10 states, “A reduction or waiver of site development standards, modification of

zoning code, or architectural design requirements that exceed the minimum building standards approved by the California Building Standards, including, but not limited to, a reduction in minimum lot sizes, setback requirements, and/or the ratio of vehicular parking spaces that would otherwise be required. Any waiver or reduction from the applicable development standards that is necessary to implement the density and incentives/concessions to which the developer is entitled under this subsection (A) shall not serve to reduce or increase the number of incentives/concessions."

As stated above, the Estate II land use designation for the site requires a minimum lot size of 20,000 square feet. As also stated above, seven of the ten proposed residential lots are less than the required 20,000 square feet. Because the project proposes two low income residential units, per State Density Bonus law the project applicant is entitled to one incentive or concession. Therefore, the project applicant has requested a concession for seven of the ten lots to be less than the required 20,000 square feet. Because the project proposes two low-income residential units, the concession for residential lots less than the General Plan required 20,000 square feet is consistent with Escondido Ordinance No. 2021-10, Article 67, Sec. 33-1414 2 a.

Residential Development Policy 3.10

Encourage proportionate numbers of two-story dwelling units within single family detached subdivisions to promote variety and avoid monotonous streetscapes and visual impacts.

Table 33-107 of Article 6 Residential Zones in the Escondido Municipal Code allows a maximum building height of 35' for the R-E Residential Estate zone, which would allow the construction of two-story dwelling units. The project applicant proposes that some of the dwelling units that would be developed on the site would be two-story in height. Thus, the project is consistent with Goal 3 and Residential Development Policy 3.10.

Residential Development Policy 3.12

Where slope categories are indicated, the maximum development yield will be determined by the sum of acreages within each slope category.

Per Figure II-6 of the Escondido General Plan residential development in the Estate II land use allows one dwelling unit/2 acres on land that is less than 25% slope. As shown in Figure 12 previously of this MND the area of the project site that is proposed for residential development is less than 25% slope. Thus, the project is consistent with Goal 3 and Residential Development Policy 3.12.

Based on the above land use compatibility analysis the project would not cause a significant environmental impact due to a conflict with the land use plan, policies or regulations of Article 67, Sec. 33-1414 2 a. Development, Design, and Zoning Code Requirements of Escondido Ordinance No. 2021-10. The land use impacts of the project would be less than significant.

XII. MINERAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?*** **No Impact.** The State Mining and Geology Board classifies land in California on the availability of mineral resources. There are four Mineral Resources Zone (MRZ) designations in California for the classification of sand, gravel, and crushed rock resources (MRZ-1, MRZ-2, MRZ-3, MRZ-4). The Escondido General Plan does not show or illustrate the Mineral Resources Zone the project is located. According to the California Department of Conservation the project site is within the MRZ-3.[35] The MRZ-3 classification states these are, "Areas containing known or inferred mineral occurrences of undetermined mineral resource significance."[36] There are no mining activities on the site or any of the properties adjacent to and surrounding the site. Therefore, the project would not have an impact to mineral resources of value to the region or 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?*** **No Impact.** As discussed in Section "XII.a" above of this MND, the project site is not being mined for any locally important mineral resources or known to have any locally important mineral resources present on the site. The preliminary geotechnical report that was prepared for the project site did not identify any mineral deposits in any of the ten on-site exploratory soil borings. The project would not result in the loss of and not impact any locally important mineral resources.

[35] https://www.conservation.ca.gov/cgs/Documents/SR_240_WSD_2017_Plate1.pdf
[36] Ibid.

XIII. **NOISE: Would the project result in:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.*** **Less Than Significant with Mitigation Incorporated.** A noise report[37] was prepared for the project. A copy of the report is included in Appendix H of this MND.

The project site is bordered by Rincon Avenue to the north, vacant land and a single-family residential use to the east, single-family residential uses to the west, and Vista Canal to the south of the site.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple-family residential, including transient lodging, motels and hotel uses make up most of these areas.

Sensitive land uses that may be affected by project noise include the existing single-family residential uses located adjacent to the west, approximately 236 feet to the northwest and 31 feet to the north of the project site. In addition, two existing single-family residences with associated agricultural uses are also located within the southern portion of the project boundaries but are not a part of the project.

AMBIENT NOISE MEASUREMENTS

The ambient, or existing, noise levels in the immediate vicinity of the project site were documented by a sound meter. Seven (7) 15-minute daytime noise measurements were taken between 12:31 PM and 4:21 PM on September 14, 2023. Figure 5 shows the noise measurement location map.

Table 19 provides a summary of the short-term ambient noise data. Ambient noise levels were measured between 42.7 and 53.1 dBA Leq. The dominant noise source was residential activity including the use of gardening and power tool equipment and dogs barking.

[37] ISKCON of Escondido, Noise Impact Analysis, Escondido, California, Ganddini, October 9, 2023.

Table 19
Short-Term Noise Measurement Summary (dBA)

Daytime Measurements[1,2]								
Site Location	**Time Started**	**Leq**	**Lmax**	**Lmin**	**L(2)**	**L(8)**	**L(25)**	**L(50)**
NM1	12:31 PM	51.2	63.3	38.3	58.6	55.7	51.8	48.5
NM2	1:01 PM	49.5	61.7	36.0	57.7	54.5	48.1	45.9
NM3	1:37 PM	53.1	73.7	35.7	62.6	52.4	46.8	42.6
NM4	2:09 PM	44.1	60.1	39.5	50.7	46.6	44.0	41.9
NM5	2:37 PM	42.9	54.7	35.6	51.4	46.6	42.7	40.0
NM6	4:06 PM	48.4	64.8	33.8	58.5	53.4	45.1	40.4
NM7	3:10 PM	42.7	53.7	37.4	48.4	45.9	43.0	41.3

Notes:

(1) See Figure 5 for noise measurement locations. Each noise measurement was performed over a 15-minute duration.

(2) Noise measurements performed on September 14, 2023.

LOCAL REGULATIONS

City of Escondido General Plan

The City of Escondido General Plan Community Protection Element contains goals and policies that address noise. The goals and policies from the City of Escondido General Plan Community Protection Element that are applicable to the proposed project are present below:

Goal 5 Protection of the community from excessive noise exposure.

Policy 5.1 Require development to meet acceptable exterior noise level standards as established in Table 20 and use the future noise contour map (FigureVI-17 of the City's General Plan) as a guide for evaluating the compatibility of new noise sensitive uses with projected noise levels. Noise shall be controlled at the source where possible.

Policy 5.2 Apply a CNEL of 60 dB or less for single family and 65 dB or less for multi-family as goals where outdoor use is a major consideration (back yards and single-family housing developments, and recreation areas in multifamily housing developments) as discussed in Figure VI-13 of the City's General Plan and recognize that such levels may not necessarily be achievable in all residential areas.

Policy 5.5 Require construction projects and new development to ensure acceptable vibration levels at nearby noise-sensitive uses based on Federal Transit Administrator criteria.

Policy 5.6 Require the preparation of noise studies, as deemed necessary by the Planning Department, to analyze potential noise impacts associated with new development which could significantly alter existing noise levels in accordance with provisions outlined in Figure VI-14 of the City's General Plan.

Policy 5.7 Encourage use of site and building design, noise barriers, and construction methods as outlined in Figure VI-15 of the City's General Plan to minimize impacts on and from new development.

Table 20
Land Use Noise Exposure Levels

Source: City of Escondido General Plan Community Protection Element Figure VI-12 (May 2012).

Normally Acceptable: Specified land use is satisfactory based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation or requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction and development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

a) Maximum Permissible Sound Levels by Receiving Land Use.

1) The noise standards for the various categories of land use as presented in subsection (a) of this section shall, unless otherwise specifically indicated, apply to each property or portion of property substantially used for a particular type of land use reasonably similar to the land use types shown in subsection (a) of this section. Where two (2) or more dissimilar land uses occur on a single property, the more restrictive noise limits shall apply. Table 21 shows the city's sound level limits.

Table 21
City of Escondido Sound Level Limits

Zone	Time	Applicable Limit One-hour Average Sound Level (Decibels)
Residential Zones	7:00 AM to 10:00 PM	50
	10:00 PM to 7:00 AM	45
Multi-Residential Zones	7:00 AM to 10:00 PM; 10:00 PM to 7:00 AM	55, 50
Commercial Zones	7:00 AM to 10:00 PM	60
	10:00 PM to 7:00 AM	55
Light Industrial/ Industrial Park Zones	Anytime	70*
General Industrial Zones	Anytime	75*

Notes:
(1) Source: City of Escondido Municipal Code Section 17-229.
*Subject to provisions of Section 17-229(c)(5)

2) Additional land use classifications may be added by action of the city council to reflect both lower and higher existing ambient levels than those shown.

3) Where doubt exists when making identification of receiving land use, the city manager shall make an interpretation.

4) No person shall operate or cause to be operated, any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level to exceed the environmental and/or nuisance interpretation of the applicable limits given in subsection (a) of this section.

5) Environmental noise shall be measured by the equivalent sound level (Leq) for such hours as are specified; Nuisance noise shall be measured as a sound level not to be exceeded at any time; Sound levels by receiving land use shall be measured at the boundary or at any point within the boundary of the property affected; Fixed location public utility distribution or fixed transmission facilities, located on or adjacent to a property line shall be subject to noise level limits of this section measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

c) Corrections to Exterior Noise Level Limits.

1) If the noise is continuous, the Leq for any hour will be represented by any lesser time period within that hour. Noise measurements of a few minutes only will thus suffice to define the noise level.

2) If the noise is intermittent, the Leq for any hour may be represented by a time period typical of the operating cycle. Measurement should be made of a representative number of noisy/quiet periods. A measurement period of not less than fifteen (15) minutes is, however, strongly recommended when dealing with intermittent noise.

3) In the event the alleged offensive noise, as judged by the enforcement officer, contains a steady, audible sound such as a whine, screech, or hum, or contains a repetitive impulsive noise such as hammering or riveting, the standard limits set forth in Table 17-229 shall be reduced by ten (10) dB or to the ambient noise level when such noises are not occurring.

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

5) The sound level limit at a location on a boundary between two (2) land use classifications is the limit applicable to the receiving land use; provided, however, that the one-hour average sound level limit applicable to extractive industries including but not limited to borrow pits and mines, shall be seventy-five (75) decibels (dB) at the property line regardless of the zone where the extractive industry is actually located. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this section, measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

Section 17-232. Refuse vehicles and parking lot sweepers.

No person shall operate, or permit to be operated, a refuse compacting, processing, or collection vehicle or parking lot sweeper between the hours of ten (10) PM to six (6) AM in or adjacent to any residential zone unless a variance has been applied for and granted pursuant to this article.

Section 17-234. Construction equipment.

Except for emergency work, it shall be unlawful for any person, including the City of Escondido, to operate construction equipment as follows:

a) It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site, except on Monday through Friday during a week between the hours of seven 7:00 AM and 6:00 PM and on Saturdays between the hours of 9:00 AM and 5:00 PM, and provided that the operation of such construction equipment complies with the requirements of subsection (d) of this section.

b) It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site on Sundays and on days designated by the president, governor, or city council as public holidays.

c) A person may operate construction equipment at his/her residence or for the purpose of constructing or modifying a residence for himself/herself on Monday through Friday of a week between the hours of 7:00 AM and 6:00 PM, and on Saturdays, Sundays, and holidays between the hours of 9:00 AM and 5:00 PM; provided, that such operation of construction equipment is not carried on for profit or livelihood and complies with the requirements of subsection (d) of this section.

d) No construction equipment or combination of equipment, regardless of age or date of acquisition, shall be operated so as to cause noise in excess of a one-hour average sound level limit of seventy-five (75) dB at any time, unless a variance has been obtained in advance from the city manager.

e) Persons engaged in construction for profit or as a business shall post signs at conspicuous places on a construction site, indicating hours of work as prescribed by this article or authorized by permit and the applicable noise level limits.

Section 17-237. Landscape equipment.

It shall be unlawful for any person, including the City of Escondido to use any motorized landscape equipment, including but not limited to power blowers and vacuums, which causes a disturbing, excessive, or offensive noise as defined under section 17-227 (k) of this article.

Section 17-238. Grading.

a) It shall be unlawful for any person, including the City of Escondido, to do any authorized grading at any construction site, except on Mondays through Fridays during a week between the hours of 7:00 AM and 6:00 PM and, provided a variance has been obtained in advance from the city manager, on Saturdays from 10:00 AM to 5:00 PM.

b) For the purpose of this section, “grading” shall include but not be limited to compacting, drilling, rock crushing or splitting, bulldozing, clearing, dredging, digging, filling, and blasting.

c) In addition, any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of seventy-five (75) dB at any time when measured at or within the property lines of any property which is developed and used in whole or in part for residential purposes, unless a variance has been obtained in advance from the city manager.

Section 17-240. General noise regulations.

a) General Prohibitions. In the absence of objective measurement by use of a sound level meter, it additionally shall be unlawful for any person to make, continue or cause to be made or continued, within the limits of said city, any disturbing, excessive, or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity.

The applicable project characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists, include, but are not limited to, the following:

6) Schools, Courts, Churches, Hospitals. The creation of any noise on any street, sidewalk or public place adjacent to any school, institution of learning (except recreational areas of schools), church, court, library or other noise-sensitive zone, while the same are in use, or adjacent to a hospital, rest home, or long-term medical or mental care facility which noise interferes with the workings of such institution or which disturbs or annoys patients in the hospital, rest home, or long-term medical or mental care facility, provided conspicuous signs are displayed in such streets, sidewalks or public places indicating the presence of a school, institution of learning, church, court, library, rest home, long-term medical or mental care facility, or other noise-sensitive zones, is prohibited.

9) Loading, Unloading Vehicles—Opening, Destroying Bales, Boxes. The creation of a loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates, and containers is a violation of this article.

12) Pile Drivers, Pneumatic Hammers, etc. No person shall operate between the hours of 6:00 PM and 7:00 AM on weekdays, or on Saturdays, Sundays or any legal holidays, any pile driver, pneumatic hammer, derrick, or other similar appliance, the use of which is attended by loud or unusual noise,

unless a variance has been obtained in advance from the city manager.

Analytical Noise Methodology and Model Parameters

This section discusses the analysis methodologies that were used to assess the potential noise impacts of the construction and operation of the project.

Construction Noise Modeling

Construction noise would vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

Construction noise associated with the project was calculated at the sensitive receptor locations, utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters, including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the project site.

The equipment used to calculate the construction noise levels for each phase were based on the assumptions provided in the California Emissions Estimator Model (CalEEMod) modeling provided in the Air Quality, Global Climate Change, and Energy Impact Analysis prepared for the project. For analysis purposes, the distance measured from the project site to sensitive receptors was assumed to be the acoustical center of the project site to the property line of residential properties with existing residential buildings.

SoundPlan Noise Model

The SoundPLAN acoustical modeling software was utilized to model project operational worst-case stationary noise impacts from the proposed project to adjacent sensitive uses (e.g., residences) as well as to estimate future traffic generated noise at the sensitive receptors in the project vicinity. SoundPLAN evaluates stationary noise sources (e.g., parking lots, heating, and ventilation systems (HVAC) drive-thru menus, car wash equipment, vacuums, etc.).

Transportation Noise Impacts to Proposed Residential Land Uses

The calculated future noise levels at Rincon Avenue was modeled based on the City of Escondido General Plan Mobility and Infrastructure Element that identifies it as a local collector with the capacity to handle 15,000 average daily trips.

On-Site Operational Noise

Peak hour operational noise levels were modeled utilizing representative sound levels in the SoundPLAN model. Modeled noise sources include parking lot noise of the Krishna Temple and the noise associated with the operation of on-site heating, ventilation, and air conditioning (HVAC) equipment. All noise sources were modeled to be in full operation for an entire hour.

Parking Lot Noise

The traffic volume of the parking lot of the Krishna Temple was is entered into the SoundPlan software with the number of moves per parking space, the hour, and the number of parking bays. The user defines

whether the parking lots are for automobiles, motorcycles, or trucks, and the emission level of a parking lot is automatically adjusted accordingly.

Mechanical Equipment (HVAC Units) Noise

A noise reference level of 67.7 dBA at 3 feet (sound power level of 78.7 dB) was utilized to represent rooftop 5 Ton Carrier HVAC units for the Krishna Temple. A rooftop HVAC plan is not available at the time of this analysis so the exact location and number of units per building were estimated. A total of 8 rooftop units were modeled for the proposed Krishna Temple.

Offsite Mobile Source Noise Modeling

Noise from vehicular traffic on Rincon Avenue adjacent to and north of the site was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Existing average daily traffic volumes were obtained from the SANDAG Transportation Forecast Center.

Traffic noise levels were calculated at the right-of-way of Rincon Avenue based on distance from the centerline of the roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the modeled noise levels are shown for comparative purposes only to show the difference with and without project conditions.

Project Noise Impacts

Construction Noise

Construction noise is regulated by Escondido Municipal Code Section 17-234. Therefore, the project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM to 6:00 PM on Monday through Friday; 9:00 AM and 5:00 PM on Saturdays; or at any time on Sundays and days designated as a public holiday; or,
- Project construction equipment or combination of equipment exceeds a one-hour average sound level limit of seventy-five (75) dB at any time (unless a variance has been obtained in advance from the city manager).

Project construction noise level impacts at sensitive receptors adjacent to and within proximity to the project were calculated using the FTA methodology. The anticipated noise levels that would be generated during each construction phase are shown in Table 22. On-site construction activities would not occur outside of the hours in Section 17-234 of the City's Municipal Code. Based on the modeled construction noise levels, construction noise levels are estimated to reach 71.8 dBA Leq at the nearest residential property line and 72.4 dBA Leq at the nearest agricultural/commercial property line. The project would not exceed City-established construction noise standards and have less than significant construction noise impacts.

Although the project would not have any significant construction noise impacts, the following mitigation measure is recommended as best management practices (BMPs) for all project plans and in contract specifications to minimize construction noise emanating from the project.

Table 22
Construction Noise Levels (dBA L_{eq})

Receptor Location	Representative Noise Measurement[1]	Existing Ambient Noise Levels (dBA Leq)	Construction Noise Levels (dBA Leq)[2]	Exceeds 75 dBA Leq (Yes/No)
Phase: Site Preparation				
Residential to West (2281 Creek Hollow Place, Escondido)	NM1	51.2	65.7	No
Residential to Northwest (2352 Briarwood Place, Escondido)	NM2	49.5	60.4	No
Agricultural/Commercial to North (1430 Rincon Avenue, Escondido)	NM3	53.1	66.6	No
Residential to Northeast (1448 Rincon Avenue, Escondido)	NM3	53.1	61.7	No
Residential/Agricultural to East/Southeast (1643 Rincon Avenue, Escondido)	NM5	42.9	57.8	No
Residential to South (1165 Witherby Lane, Escondido)	NM6	48.4	54.9	No
Phase: Grading				
Residential to West (2281 Creek Hollow Place, Escondido)	NM1	51.2	70.9	No
Residential to Northwest (2352 Briarwood Place, Escondido)	NM2	49.5	65.6	No
Agricultural/Commercial to North (1430 Rincon Avenue, Escondido)	NM3	53.1	71.8	No
Residential to Northeast (1448 Rincon Avenue, Escondido)	NM3	53.1	66.9	No
Residential/Agricultural to East/Southeast (1643 Rincon Avenue, Escondido)	NM5	42.9	63.0	No
Residential to South (1165 Witherby Lane, Escondido)	NM6	48.4	60.1	No
Phase: Building Construction				
Residential to West (2281 Creek Hollow Place, Escondido)	NM1	51.2	71.5	No
Residential to Northwest (2352 Briarwood Place, Escondido)	NM2	49.5	66.2	No
Agricultural/Commercial to North (1430 Rincon Avenue, Escondido)	NM3	53.1	72.4	No
Residential to Northeast (1448 Rincon Avenue, Escondido)	NM3	53.1	67.5	No
Residential/Agricultural to East/Southeast (1643 Rincon Avenue, Escondido)	NM5	42.9	63.7	No
Residential to South (1165 Witherby Lane, Escondido)	NM6	48.4	60.7	No

Table 22
Construction Noise Levels (dBA L_{eq}) (Con't)

Phase: Paving				
Residential to West (2281 Creek Hollow Place, Escondido)	NM1	51.2	65.1	No
Residential to Northwest (2352 Briarwood Place, Escondido)	NM2	49.5	59.7	No
Agricultural/Commercial to North (1430 Rincon Avenue, Escondido)	NM3	53.1	65.9	No
Residential to Northeast (1448 Rincon Avenue, Escondido)	NM3	53.1	61.0	No
Residential/Agricultural to East/Southeast (1643 Rincon Avenue, Escondido)	NM5	42.9	57.2	No
Residential to South (1165 Witherby Lane, Escondido)	NM6	48.4	54.2	No
Phase: Architectural Coating				
Residential to West (2281 Creek Hollow Place, Escondido)	NM1	51.2	57.6	No
Residential to Northwest (2352 Briarwood Place, Escondido)	NM2	49.5	52.2	No
Agricultural/Commercial to North (1430 Rincon Avenue, Escondido)	NM3	53.1	58.5	No
Residential to Northeast (1448 Rincon Avenue, Escondido)	NM3	53.1	53.6	No
Residential/Agricultural to East/Southeast (1643 Rincon Avenue, Escondido)	NM5	42.9	49.7	No
Residential to South (1165 Witherby Lane, Escondido)	NM6	48.4	46.7	No
Notes:				
(1) Per measured existing ambient noise levels. See Figure 5 for noise measurement locations.				
(2) Construction noise worksheets are provided in Appendix D.				

Mitigation Measure No. 21 Throughout project construction the following measures shall be implemented and enforced by Escondido code enforcement:

1. All stationary construction equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
2. As applicable, all equipment shall be shut off when not in use.
3. To the degree possible, equipment staging shall be located in areas of the site that create the greatest distance between construction-related noise and vibration sources and existing sensitive receptors.
4. Jackhammers, pneumatic equipment, and all other portable stationary noise sources shall be directed away and shielded from existing residences in the vicinity of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They shall reach up from the ground and block the line of sight between equipment and existing residences. The shielding shall not have holes and cracks.
5. No amplified music and/or voices shall be allowed on the project site.
6. Haul truck deliveries shall not occur outside of the hours presented as exempt for construction per City of Escondido Municipal Code Section 7-234.

Construction Mobile Source Noise

Construction truck trips would occur throughout project construction period. Due to the project's proximity to the Interstate 15 freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the closest freeway ramps.

Rincon Avenue currently handles approximately 3,000 to 8,400 average daily vehicle trips in the vicinity of the project site. The greatest number of construction related vehicle trips per day would be during project grading and paving at up to 15 vehicle trips per day (for worker trips). The vehicle traffic that would be generated during project construction is nominal relative to the existing roadway volumes on Rincon Avenue and other area roadways and the project construction traffic would not result in the doubling of traffic volume necessary to increase noise levels by 5 dBA. The project impact is less than significant; no mitigation is required.

Mobile Source Noise

Project Generated Mobile Source Noise

As stated in the City of Escondido General Plan, Downtown Specific Plan and Climate Action Plan Environmental Impact Report (EIR) (April 2012), the City considers an increase in noise levels of 5 dB or greater as generating a significant impact.

Project Operational Mobile Source Noise

Roadway noise levels were calculated at roadways included in the project specific traffic scoping agreement (LOS Engineering, Inc., September 20, 2023) based on the FHWA Traffic Noise Prediction Model methodology. The project is calculated to generate approximately 192 average daily weekday trips with 14 trips during the AM peak-hour and 17 trips during the PM peak-hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Project: This scenario refers to existing year plus project traffic noise conditions.

Table 23 shows the change in existing roadway noise levels with the addition of the calculated project-generated operational trips. As shown, modeled existing traffic noise levels range between 60-69 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 60-69 dBA CNEL at the right-of-way of each study roadway segment. The addition of project trips is not calculated to increase operational noise levels greater than the applicable threshold at any of the study roadway segments.
Future Roadway Mobile Source Noise

The City of Escondido General Plan Mobility and Infrastructure Element designates Rincon Avenue as a two-lane local collector in the vicinity of the project. A Local Collector can accommodate up to 15,000 average daily trips.

As shown previously in Table 21, per the City of Escondido General Plan, noise levels of up to 60 dBA CNEL are considered "normally acceptable" and up to 70 dBA CNEL are considered "conditionally acceptable" for single-family residential uses. In addition, noise levels of up to 65 dBA CNEL are considered "normally acceptable" and up to 70 dBA CNEL are considered "conditionally acceptable" for church uses. Facades with anticipated noise levels of 65 dBA CNEL are expected to have interior noise levels that do not exceed 45 dBA CNEL. This assumes that heating and ventilation systems would be provided to allow for a windows-closed condition.

Table 23
Increase in Existing Noise Levels Along Roadways as a Result of Project (dBA CNEL)

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]				
			Existing Without Project at right-of-way	Existing Plus Project at right-of-way	Change in Noise Level	Exceeds Standards[3]	Increase of 5 dB or More?
North Broadway	North of Rincon Ave	31	68.57	68.57	0.00	Yes	No
	South of Rincon Ave	31	66.41	66.46	0.05	Yes	No
North Ash St	South of Rincon Ave	31	64.88	64.89	0.01	Yes	No
Conway Dr	South of Rincon Ave	31	59.76	59.79	0.03	No	No
Rincon Ave	West of North Broadway	40	68.32	68.37	0.05	Yes	No
	North Broadway to North Ash St	40	67.10	67.20	0.10	Yes	No
	North Ash St to Conway Dr	40	65.00	65.10	0.10	Yes	No
	East of Conway Dr	31	64.95	65.20	0.25	Yes	No

Notes:
(1) Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
(2) Right of way per the City of Escondido General Plan Mobility and Infrastructure Element.
(3) Per the City of Escondido normally acceptable standard for single-family detached residential dwelling units of 60 dBA CNEL (see Table 5)

Figure 17, Future Traffic Noise Levels, shows the noise modeling results due to traffic on Rincon Avenue. The white boxes with numbers represent the calculated noise level at the proposed residential units and the Krishna Temple. As shown, traffic related noise levels are calculated to range between 63 and 68 dBA CNEL at the residential units close to Rincon Avenue and the Krishna Temple and gradually reduce as the distance from Rincon Avenue increases. As shown previously in Table 23, development of residential land uses are "conditionally acceptable" in areas with noise levels up to 70 dBA CNEL if air conditioning is provided to allow windows to be in a closed condition. The proposed traffic noise level impact to the residents of the project that are closest to Rincon Avenue would be less than significant.

Operational Noise

Article 12 Section 17-229 of the Escondido Municipal Code establishes noise level limits for noise generated from one property to another. These land use-based noise level limits were shown previously in Table 23. Unless a variance has been applied for and granted pursuant to this article, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth in Table 23, except that construction noise level limits shall be governed by Section 17-234 of Article 12 of the Escondido Municipal Code.

Sensitive land uses that may be affected by the operational noise levels of the project include single family residential uses to the north, south, east, and west. The SoundPLAN operational noise model results are shown in Figure 18, Operational Noise Levels, and Table 24. The existing measured noise levels near the off-site receptors that may be affected by project noise range between 43 and 53 dBA Leq. The project generated noise levels are calculated to range between 0 and 32 dBA Leq. Project generated noise would not cause a violation of the daytime standard of (50 dBA Leq) or the nighttime noise standard (45 dBA Leq) at the surrounding residential land uses. Furthermore, project operational noise would not noticeably increase the measured ambient noise levels. The project would have less than significant operational noise level impacts.

Figure 17 Future Traffic Noise Levels

Source: Ganddini

FIGURE 17
Future Traffic Noise Levels

Figure 18 Operational Noise Levels

Source: Ganddini

FIGURE 18
Operational Noise Levels

Table 24
On-Site Operational Noise (dBA Leq)

Site Location	Measured Noise Level	Project Operational Noise	Combined Existing and Project Noise	Increase Due to Project
NM1	51	30	51	0
NM2	50	25	50	0
NM3	53	32	53	0
NM4	44	0	44	0
NM5	43	22	43	0
NM6	48	11	48	0
NM7	43	18	43	0

b) ***Generation of excessive ground borne vibration or ground borne noise levels?*** **Less Than Significant with Mitigation Incorporated.**

The City of Escondido does not have thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, September 2018). Accordingly, the project would result in a significant impact if:

- Groundborne vibration levels generated by the project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
    - 0.10 in/sec at buildings extremely susceptible to vibration damage
    - 0.20 in/sec at non-engineered timber and masonry buildings
    - 0.30 in/sec at engineered concrete and masonry (no plaster) buildings
    - 0.50 in/sec at reinforced-concrete, steel, or timber (no plaster) buildings

Groundborne vibration levels generated by the project have the potential to cause annoyance at sensitive receptors by exceeding 72 VdB.

Construction-Related Vibration Impacts

The existing structures in the immediate vicinity of the project site include the residential buildings located as close as approximately 21 feet west of the project site, the residential buildings approximately 249 feet northwest of the project site, the commercial building located approximately 80 feet north of the project site, the residential buildings located approximately 70 feet northeast of the project site and the residential building within the project site approximately 75 feet south of the disturbance area of the project site.

Groundborne vibration levels associated with project construction at the nearest receptors are shown in Table 25. As shown, the residential threshold of 0.2 PPV in/sec would be exceeded at the residential uses west of the site. Best management practices prohibiting the use of vibratory rollers, or other similar vibratory equipment, within 26 feet of residential structures to the west would reduce potential architectural damage impacts. Furthermore, potential annoyance at the nearest residential uses is expected to be temporary, occurring only when vibratory equipment such as vibratory rollers are within 136 feet and large bulldozers are within 80 feet of residential structures, and during daytime hours.

Table 25
Construction Vibration Levels at the Nearest Receptors

Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level[1]	Threshold Exceeded?[2]	Vibration Level with BMPs?	Threshold Exceeded?
Architectural Damage Analysis in (PPV)						
Residential to West (2292 Creek Hollow Place, Escondido)	21	Vibratory Roller	0.273	Yes	0.198	No
	21	Large Bulldozer	0.116	No	-	-
Residential to Northwest (2332 Briarwood Place, Escondido)	249	Vibratory Roller	0.007	No	-	-
	249	Large Bulldozer	0.003	No	-	-
Commercial to North (1501 Rincon Avenue, Escondido)	80	Vibratory Roller	0.037	No	-	-
	80	Large Bulldozer	0.016	No	-	-
Residential to Northeast (1448 Rincon Avenue, Escondido)	70	Vibratory Roller	0.045	No	-	-
	70	Large Bulldozer	0.019	No	-	-
Residential to South (Krishna Farm, 1365 Rincon Avenue, Escondido, located within southern portion of project site)	75	Vibratory Roller	0.040	No	-	-
	75	Large Bulldozer	0.017	No	-	-
Annoyance Analysis (in dVB)						
Residential to West (2292 Creek Hollow Place, Escondido)	21	Vibratory Roller	96	Yes	-	-
	21	Large Bulldozer	89	Yes	-	-
Residential to Northwest (2332 Briarwood Place, Escondido)	249	Vibratory Roller	64	No	-	-
	249	Large Bulldozer	57	No	-	-
Residential to Northeast (1448 Rincon Avenue, Escondido)	70	Vibratory Roller	81	Yes	-	-
	70	Large Bulldozer	74	Yes	-	-
Residential to South (Krishna Farm, 1365 Rincon Avenue, Escondido, located within southern portion of project site)	75	Vibratory Roller	80	Yes	-	-
	75	Large Bulldozer	73	Yes	-	-

Notes:
(1) Vibration levels are provided in PPV in/sec for architectural damage and VdB for annoyance.

(2) The FTA identifies the threshold at which there is a risk to "architectural" damage to non-engineered timber and masonry buildings as a PPV of 0.2 in/sec (see Table 2). In addition, the FTA identifies a vibration annoyance threshold of 72 VdB for residential uses (see Table 3). Per the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018), commercial uses are not considered vibration-sensitive land uses; therefore, the annoyance threshold does not apply to commercial uses.

(3) Needed Best Management Practices (BMPs) for architectural damage would include prohibiting the use of vibratory rollers, or other similar vibratory equipment, within 26 feet of residential structures to the west of the project site.

Project construction would not result in the exposure of persons adjacent to the project to excessive groundborne vibration. Vibration impacts would be less than significant with the incorporation of Mitigation Measure No. 21 in Section "XIII. a" above of this MND.

The most substantial source of groundborne vibration during the operation of the project includes the movement of passenger vehicles and trucks on paved and generally smooth surfaces, which in this case is traffic on Rincon Avenue adjacent to and north of the project and traffic on the on-site cul de sac. Loaded trucks generally have a PPV of 0.076 at 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). The groundborne vibration levels generated by the operations of the project would not exceed those modeled for project construction and would not have a significant vibration impact.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels?*** **No Impact.** The closest airport to the project is the McClellan-Palomar Airport that is approximately 11.4 miles southwest of the site. As stated in the City of Escondido General Plan Community Protection Element (May 2012), the project site is not located within the 60 dBA CNEL noise contour of McClellan-Palomar Airport. Therefore, the project would not expose project residents or Krishna Temple patrons to excessive noise levels associated with the operations at the McClellan-Palomar Airport and have any noise impacts.

XIV. **POPULATION AND HOUSING: Would the project:**

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

a) ***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure*)? Less Than Significant Impact.** The project proposes to develop ten single-family detached residential units and a Krishna Temple. Based on an average household size in Escondido of 2.96 people per household by the U.S. Census Bureau,[38] the project is estimated to generate approximately 30 residents. While some of the project residents could already be residents of Escondido, some future residents could live outside Escondido and move to the city. Thus, there would be an incremental increase in the number of new residents to the City of Escondido for those future residents that live outside of the City and move to the project site.

The City has planned for an increase in its population with the designation of the R-E Residential Estates zoning for the site. The City anticipated an increase in its population with the development of the site consistent with the R-E zone. Consistent with the development of 10 residential units as allowed by the R-E zoning the generation of approximately 30 new residents to Escondido is not considered to be a substantial unplanned growth in the city's population. Therefore, the project is not anticipated to significantly induce a substantial unplanned growth to Escondido's population.

The Regional Housing Needs Assessment ("RHNA") allocates to each city and county in California a "fair share" of the region's projected housing needs by household income group. The major goal of the RHNA

[38] https://www.census.gov/quickfacts/fact/table/escondidocitycalifornia/PST045222

is to ensure a fair distribution of housing among cities and counties within their respective regions, so that every community provides an opportunity for a mix of housing for all economic segments. The RHNA for the City of Escondido for the planning period April 15, 2021 through April 15, 2029 is a total of 9,607 new residential units.[39] The 9,607 residential units are divided into various income categories, as shown in Table 26.

Table 26
RHNA Allocation by Household Income (2021-2029)

Above Moderate	Moderate	Low	Very Low	Total
4,967	1,527	1,249	1,864	9,607
Note: The City has a RHNA allocation of 1,864 very low income units (inclusive of extremely low income units). Pursuant to State law (AB 2634), the City must project the number of extremely low income housing needs based on Census income distribution or assume 50 percent of the very low income units as extremely low. Therefore, the City's very low income RHNA is split into 932 extremely low and 932 very low income units. However, for the purpose of identifying adequate sites for the RHNA, no separating accounting is required.				

The project proposes the construction of 8 single-family detached residential units for Above Moderate rate household incomes and 2 single-family detached residential units for the Low income category. As a result, the project would assist the City towards meeting 8 of its RHNA housing allocation for Above Moderate residential units and 2 of its Low and Moderate income categories by April 2029.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** **No Impact.** There are no residential structures on the site that would be demolished or removed with the development of the project. Therefore, no residential units or existing residents that would have to find replacement housing. The project would not have an impact to any existing housing or residents.

XV. PUBLIC SERVICES:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

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

[39] City of Escondido 6th Cycle Housing Element 2021-2029, March 2021, p. 84

i. ***Fire protection?*** **Less Than Significant Impact.** Fire protection services are provided by the Escondido Fire Department. The project site is served by Fire Station 7 that is located at 1220 North Ash and approximately 2.1 miles south of the project. The response time from Fire Station 7 to the project site is less than 6 minutes. The construction of the project would be required to meet all fire code requirements per Ch 49 of the 2022 California Fire Code, Ch 7A of the California Building Code, California Public Resources Code 4290-4291, and additional items outlined with the Fire Protection report.[40] Project compliance with all applicable fire and building codes would reduce potential fire hazards of the project to less than significant.

ii. ***Police protection?*** **Less Than Significant Impact.** Police protection services are provided by the Escondido Police Department. The City's Police Station Headquarters are located at 1163 Centre City Parkway and approximately 2.5 miles southwest of the project site. While the project would incrementally increase the need for police service compared to the existing vacant use of the site, the project by itself would not significantly impact the ability of the Escondido Police Department to continue to serve the community without the need for additional police equipment or personnel. The project would have less than significant police protection impacts.

iii. ***Schools?*** **Less Than Significant Impact.** The project is located within the Escondido Union School District that serves students from transitional kindergarten (TK) to 8th grade and the Escondido Union High School District serves students from grades 9-12. The proposed ten single-family residential units are estimated to generate approximately 3 new students in grades TK-8.[41] The Escondido Union High School District does not have a student generation rate for grades 9-12.[42] The district is committed to providing educational services to students generated by the above-described development. The district is unable to comply with the Quality-of-Life Standards approved within the City of Escondido General Plan and is unable to provide school facilities for the students generated by new development. Mitigation of the impact of new development on school facilities is possible through the payment of school fees prior to the issuance of building permits. These fees, which are set by state law, do not fully mitigate the impact of new residential development on the district. There is no guarantee, however, that the boundaries will not be adjusted to meet school housing needs in future school years. Transportation is provided for special education students if required through their Individual Education Plan.[43]

Both the Escondido Union School District and the Escondido Union High School District collects a developer fee for residential, commercial, industrial, self-storage, etc. development and the fee is used by the Districts to provide additional classrooms to accommodate the students generated by residential, commercial, and other types of development. In this case the developer fee would be used to provide additional classrooms to accommodate students that are directly generated by the residential units proposed for the site. The developer would be required to pay the State mandated developer fee to each District prior to the issuance of a grading permit. The payment of the required development fee would reduce impact of the students that are estimated to be generated by the project to the Districts. The project would not have any significant school impacts.

iv. ***Parks?*** **Less Than Significant Impact.** The closest public park to the project site is Jesmond Dene Park that is located at 130 E. San Bernardino Avenue and approximately 2.0 miles north of the project. Jesmond Dene Park is a 41.8-acre park with 10-acre of developed parkland and 31.8-acres of undeveloped parkland in the form of open space.

[40] La Vona Koretke, Deputy Fire Marshall, City of Escondido Fire Department, email dated September 5, 2023.

[41] Residential and Commercia/Industrial Development SCHOOL Fee Justification Study, Escondido Union School District, April 28, 2022, Table 5.

[42] Jenny Chumbley, Escondido Union High School District, email October 11, 2023.

[43] Amando Phillips, Assistant Superintendent, Escondido Union Hish School District, letter dated October 11, 2023.

The 30 estimated project residents would incrementally increase the demand for city park facilities. While Jesmond Dene park is the closest city park to the project, project residents could attend and use other city park facilities.

According to the City of Escondido Municipal Code Section 6-460.5", "All residential development shall be required to pay a park fee as provided by this article." The City collects park fees for each of the 10 residential units that would be constructed. The project developer would be required to pay the required park fee at the time a building permit is issued for each residential unit. The current park fee for a single-family dwelling unit is $6,986.29.[44] The payment of the required park fees would reduce potential impacts to city park facilities to less than significant

v. ***Other public facilities?*** **No Impact.** There are no public facilities or services that would be impacted by the project.

XVI. RECREATION:

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

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?*** **Less Than Significant Impact.** The project is not anticipated to significantly impact recreation facilities. Please see Public Services Section "XV.a.iv" above of this MND.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*** **No Impact.** As discussed in Public Services Section "XV.a.iv" above of this MND, the project does not propose the construction of any recreational facilities or construct or expand existing public recreational facilities and impact the environment. The project developer would be required to pay the city required park fee.

XVII. TRANSPORTATION: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒

[44] Fee Guide for Development Projects, Updated July 26, 2023.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*** **Less Than Significant Impact.** A Traffic Scoping Agreement was prepared for the project and submitted to the City for approval. The approved Traffic Scoping Agreement is included in Appendix I of this MND.

The project trip generation was calculated using SANDAG and Institute of Transportation Engineers (ITE) 11th Edition trip rates. The Krishna Temple includes a separate Hall, a stand-alone restroom building, and a separate four-bedroom residence for up to 4 monks. The separate four-bedroom Krishna Temple monk residence is analyzed as 4 multi-family units. The SANDAG church trip rate for the Sunday use of the Krishna Temple was 36 average daily trips (ADT)/1,000 square feet. The rate of 9 ADT/1,000 square feet was used for the Krishna Temple for the remaining 6 days of the week. SANDAG does not have weekend trip generation rates for residential use. Therefore, the ITE 11th Edition was referenced for the residential weekend rate.

Table 27 shows the peak hour and daily trip rates for both the residential units and the Krishna Temple. As shown, the project is calculated to generate 12 weekday AM peak hour trips and 17 weekday PM peak hour trips resulting in a weekday trip generation of 173 ADT for both the residential units and the Temple. The combined seven-day trip generation is 197 ADT per day. The calculated 197ADT is below the city's 200 ADT screening VMT threshold. Therefore, a VMT analysis is not required.

Table 27
Project Trip Generation Summary

Proposed									AM Pk Hr					PM Pk Hr	
Land Use	**Rate**		**Size & Units**		**ADT**	**%**	**Split**		**IN**	**OUT**	**%**	**Split**		**IN**	**OUT**
Weekday															
Residential - Single Family	10	/DU	11	DU	*110*	8%	0.3	0.7	*3*	*6*	10%	0.7	0.3	*8*	*3*
Place of Worship	9	/KSF	7,034	SF	*63*	5%	0.6	0.4	*2*	*1*	8%	0.5	0.5	*3*	*3*
			Weekday Volumes:		*173*				*5*	*7*				*11*	*6*
Saturday															
Residential - Single Family (1)	9.48	/DU	11	DU	*104*				NA	NA				NA	NA
Place of Worship	9	/KSF	7,034	SF	*63*				NA	NA				NA	NA
			Saturday Volumes:		*167*				*NA*	*NA*				*NA*	*NA*
Sunday															
Residential - Single Family (1)	8.48	/DU	11	DU	*93*				NA	NA				NA	NA
Place of Worship (Sunday)	36	/KSF	7,034	SF	*253*				NA	NA				NA	NA
			Sunday Volumes:		*346*				*NA*	*NA*				*NA*	*NA*
			Total 7-Day ADT:		1,381										
Average ADT (7-day total divided by 7):					**197**										

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. (1) ITE trip rates.

DU - Dwelling Unit. MF-Multi-Family. SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

Proposed									AM Pk Hr					PM Pk Hr	
Land Use	**Rate**		**Size & Units**		**ADT**	**%**	**Split**		**IN**	**OUT**	**%**	**Split**		**IN**	**OUT**
Weekday															
Residential - Single Family	10	/DU	11	DU	*110*	8%	0.3	0.7	*3*	*6*	10%	0.7	0.3	*8*	*3*
Place of Worship	9	/KSF	7,034	SF	*63*	5%	0.6	0.4	*2*	*1*	8%	0.5	0.5	*3*	*3*
			Weekday Volumes:		*173*				*5*	*7*				*11*	*6*
Saturday															
Residential - Single Family (1)	9.48	/DU	11	DU	*104*				NA	NA				NA	NA
Place of Worship	9	/KSF	7,034	SF	*63*				NA	NA				NA	NA
			Saturday Volumes:		*167*				*NA*	*NA*				*NA*	*NA*
Sunday															
Residential - Single Family (1)	8.48	/DU	11	DU	*93*				NA	NA				NA	NA
Place of Worship (Sunday)	36	/KSF	7,034	SF	*253*				NA	NA				NA	NA
			Sunday Volumes:		*346*				*NA*	*NA*				*NA*	*NA*
			Total 7-Day ADT:		1,381										
Average ADT (7-day total divided by 7):					**197**										

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. (1) ITE trip rates.

DU - Dwelling Unit. MF-Multi-Family. SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

Local Mobility Analysis (LMA)

To determine if the project requires a LMA the weekday trip generation of 173 ADT with 12 AM peak hour trips (5 inbound and 7 outbound) and 17 PM peak hour trips (11 inbound and 6 outbound) were assigned to the roadways near the project site. The distribution of the project traffic to the local circulation system is shown in Figure 19, Weekday Project Trip Distribution and Assignment.

Intersection Level of Service Operations

The City of Escondido *Transportation Impact Analysis Guidelines*, April 21, 2021 states, "Certain types of projects that generate fewer than 500 ADTs may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better." Rincon Avenue at Conway Drive is the closest intersection to the project site and approximately one-quarter mile to the west. This intersection is calculated to operate at Level of Service (LOS) A in the AM and PM peak hours as shown in Table 28.

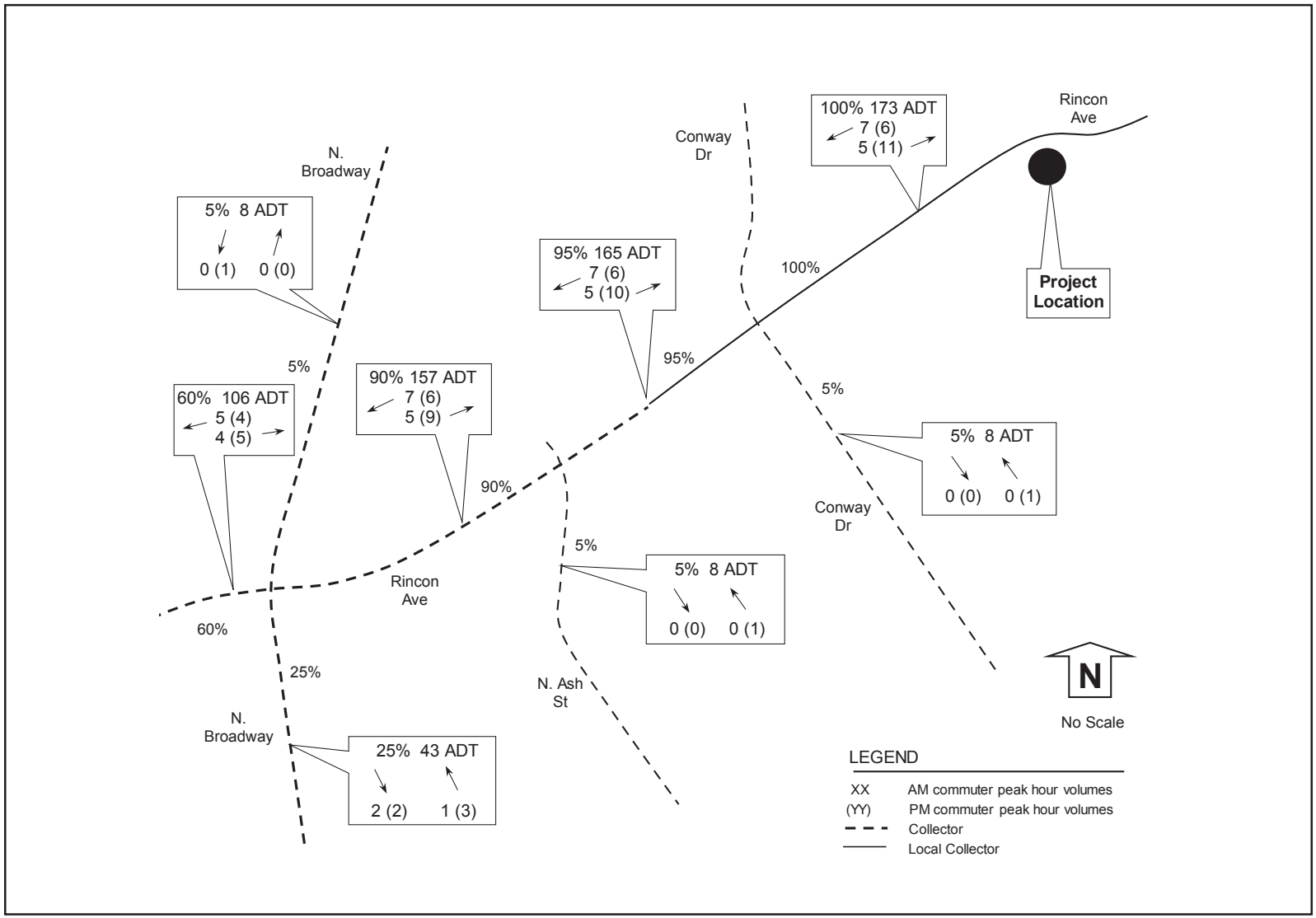
Table 28
Existing Intersection Level of Service

Intersection and (Analysis)[1]	Movement	Study Period	Existing	
			Delay[2]	LOS[3]
1) Rincon Ave at	All	AM	7.7	A
Conway Dr (S)	All	PM	8.5	A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

Because the intersection of Rincon Avenue at Conway Drive operates at LOS A and better than LOS C, the project is applicable for a LMA waiver.

Figure 19 Weekday Project Trip Distribution and Assignment



Source: LOS Engineering, Inc.

FIGURE 19

Weekday Project Trip Distributions and Assignment

Based on the above analysis, the project meets the requirements of the LMA waiver based on the following:

1) The project weekday trip generation is 173 ADT and less than the 500 ADT threshold requirement for a LMA,
2) The project would generate less than 200 weekday ADT to any surrounding roadway,
3) The project would generate less than 20 weekday peak hour trips to any surrounding intersection approach leg (14 is the highest approach volume), and
4) The nearest major intersection to the project site, which is Rincon Avenue at Conway Drive, is calculated to operate at LOS A (AM and PM peak hours) and meets the City of Escondido Transportation Impact Analysis Guidelines requirement for an affected segment and intersection to operate at LOS C or better.

Transit Proximity

The project site is located approximately 5,000 feet east of the nearest transit stop for bus route 359.

Location of Planned/Proposed Pedestrian/Bicycle Improvements

There are no bicycle or pedestrian improvements or trails on Rincon Avenue adjacent to the project site. Rincon Avenue is not designated for any bicycle facilities across the project frontage. The closest existing bicycle routes to the project are approximately ¼ mile west of the site. The project would not impact or conflict with any existing or planned pedestrian or bicycle improvements.

Based on the above traffic analysis, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project would not have any significant operational traffic impacts.

b) ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*** **No Impact.** California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The 2020 CEQA Guidelines, specifically Section 15064.3, recommends the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects in California are required to utilize CEQA Guidelines Section 15064.3 that requires VMT to evaluate transportation impacts as of July 1, 2020.

The CEQA Guidelines allow a lead agency the discretion to establish the VMT methodologies and thresholds, provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City of Escondido Transportation Impact Analysis Guidelines (4/21/21) define the significant thresholds to determine if a Vehicle Miles Traveled (VMT) and/or Local Mobility Analysis (LMA) is required. As discussed in Section "XVII a" above of this MND, the project is calculated to generate 192

ADT, which is below the City's 200 ADT screening VMT threshold. Therefore, the project is not required to prepare a VMT analysis. The project would have less than significant VMT impacts.

c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*** **Less Than Significant Impact.** The project proposes to construct a 390 foot private cul de sac at Rincon Avenue approximately 170 fee east of the west property line to serve the ten residential lots. An existing dirt road (private access easement) located on the larger parcel that connects with Rincon Avenue is located approximately 425 feet east of the west project boundary would be improved to serve the Krishna Temple, existing single-family residence to remain, the open space areas within the middle and southern areas of the site. This new access driveway will also serve the existing single-family residence on Assessor's Parcel Number 224-100-73-00, identified as "Not a Part" on the plans. Both driveways and roads would be improved to meet city standards and provide safe access to the site. There are no proposed driveways, curves, dangerous intersections, or site access designs that would significantly impact traffic or have significant circulation hazards.

d) ***Result in inadequate emergency access?*** **Less Than Significant Impact.** The existing public streets and circulation system that currently serve the site would continue to provide adequate emergency vehicle access for the project. As discussed in Section "XVII c" above of this MND, the project proposes two vehicular access roads to the site. Police, fire, paramedic/ambulance, and other emergency vehicles would have adequate site access to respond to on-site emergencies at the site. The proposed project driveways would be reviewed by the city, including the police and fire departments, to ensure the driveway has adequate widths and turning radius for emergency vehicles to safely enter and exit the site prior to the issuance of a building permit. The project would not have any significant emergency access impacts.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or	☐	☒	☐	☐

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

XVIII.TRIBAL CULTURAL RESOURCES: Would the project:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k). Less Than Significant with Mitigation Incorporated.** As required by AB 52, the City mailed letters to the area Native American Tribes that are on record with the City that may have cultural resources associated with the site.

The City received responses from San Pasqual, San Luis Rey, and Rincon expressing interest in engaging in consultation pursuant to AB 52. City staff met with San Pasqual via Teams on January 17, 2024 to discuss the project, and any potential issues that may arise during grading of the site. On November 3, 2024, San Pasqual concluded consultation. City staff met with Rincon on March 21, 2024, and conducted a site visit along with City staff on April 09, 2024. Rincon provided recommendations on the proposed mitigation measures which have been incorporated into this Draft IS/MND. Rincon concluded consultation on March 28, 2025. City staff met with San Luis Rey on December 01, 2023, and on March 11, 2025. San Luis Rey concluded consultation on April 01, 2025, and recommended the proposed mitigation as detailed in this IS/MND.

In addition, the City received response from the Rincon Band of Luiseno Indians regarding the prehistoric bedrock milling site (P-37-17523). Due to the presence of a prehistoric archaeological site located within the project site boundaries and a high number of prehistoric archaeological sites in the vicinity of the project, the project would comply with Mitigation Measure No. 6 through 12 in order to reduce potentially significant impacts to less than significant levels. Implementation of the recommended mitigation measures would reduce potential tribal cultural resource impacts to less than significant.

Refer to Mitigation Measures 6 to 12.

i) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Less Than Significant with Mitigation Incorporated.** As discussed in Section "XVIII.a.i." above of this MND, the project would not significantly impact any

known tribal resources with implementation of the recommended mitigation measures. The project would not have any significant tribal resource impacts.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state and local management and reduction statues and regulations related to solid waste?	☐	☐	☒	☐

a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?*** **Less Than Significant Impact.** Water would be provided to the project by the City of Escondido. There is a 12- inch water main in Rincon Avenue that terminates at the west project boundary that would have to be extended along the project frontage to serve the project. In addition, the project developer would have to construct a looped water line through the developed portion of the site to provide water to the 10 residential units and the Krishna Temple. There is an 8-inch sewer line in Rincon Avenue that terminates at the west project boundary that would have to be extended along the project frontage to serve the project. In addition, the project developer would have to construct on-site sewer lines to connect the 10 residential units and the Krishna Temple to the 8-inch sewer lines in Rincon Avenue.[45]

Wastewater from the site would gravity flow to the city owned and operated Hale Avenue Resource Recovery Facility (HARRF) wastewater treatment plant that is located at 1521 South Hale Avenue and approximately five miles southwest of the site. The HARRF has adequate capacity to treat the wastewater generated by the project.[46]

[45] City of Escondido, Jimmy Nagle, Engineer I, letter dated August 21, 2023.
[46] Jimmy Nagle, Engineer I, letter dated August 21, 2023.

The existing water and sewer facilities have adequate capacity to serve the project without the need to expand or construct new water or wastewater facilities. The project would be required to install State mandated low flow water fixtures to minimize water consumption and wastewater generation. The project would not have any significantly water or wastewater environmental impacts.

San Diego Gas and Electric (SDG&E) has existing natural gas and electrical facilities in Rincon Avenue available to serve the project. Telephone and cable service is also available in Rincon Avenue to serve the project. The project would have a less than significant effect on existing natural gas, electricity, and telecommunications facilities.

b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*** **Less Than Significant Impact.** Potable water is provided to the project site by the City of Escondido. Water is supplied to the City of Escondido and its sphere of influence by five water agencies: the City of Escondido Water Department, the Rincon del Diablo Municipal Water District (Rincon MWD), the Vallecitos Municipal Water District (Vallecitos MWD), the Valley Center Municipal Water District (Valley Center MWD), and the Vista Irrigation District (VID). Escondido receives its primary water supply from the San Diego County Water Authority (SDCWA) aqueducts, which deliver imported water from northern California and the Colorado River, via the Metropolitan Water District (MWD), to San Diego County. Local water also supplies the City from precipitation in the San Luis Rey River Watershed and is stored in Lake Henshaw and Lake Wohlford.

The City has an adequate water supply available to serve the project upon meeting the required conditions of approval.[47] The project would not have any significant water supply impacts.

c) ***Result in a determination by the wastewater treatment provider that 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?*** **Less Than Significant Impact.** Please see Section "XIX.a" above of this MND.

d) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*** **Less Than Significant Impact.** Federal, state, and local statutes and regulations for the generation, transport, and disposal of solid waste are designed to provide adequate landfill capacity with mandatory reductions in the generation of solid waste quantities for various land uses through recycling and composting of green waste and the safe and efficient transportation of solid waste. The project is required by state law to comply with all applicable solid waste generation and recycling regulatory requirements, including AB 939 and AB 341. AB 939, administered by the California Department of Resources Recycling and Recovery, required local governments in California to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. AB 341 increased the minimum solid waste diversion rate in 2020 to 75 percent. In addition, the project would be required to meet requirements of the CALGreen Code to reduce solid waste generation by promoting recycling and solid waste diversion. The project would have less than significant solid waste impacts with compliance with all applicable federal, state, and local statutes and regulations to reduce and recycle solid waste.

e) ***Comply with federal, state, and local statutes and regulations related to solid waste?*** **Less Than Significant Impact.** The City of Escondido complies with all Federal, State, and local statutes and regulations related to solid waste. The project would not have any solid waste impacts because the land uses proposed for the site would be required to comply would all applicable solid waste statues and regulations and large quantities of solid waste would not be generated.

[47] Ibid.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? Less Than Significant Impact.** The project is located along Rincon Avenue, which is not designated as an evacuation route in the General Plan Community Protection Element. The project is located approximately 0.82 of a mile east of the closest city designated evacuation route, which is at the intersection of Rincon Avenue at Broadway. The project does not propose any improvements that would significantly impair or impact any designated evacuation route or any emergency response or emergency evacuation plan.

b) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*** **Less Than Significant Impact.** As stated in Section "X. g" above of this MND, the project site is in a Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ).[48] The project is not located in a State or Federal Responsibility Area.

The project site is located within a designated High Fire Hazard Zone Rating area and adjacent to a designated Very High Fire Hazard Zone Rating adjacent to and east of the project based on Figure VI-6, Wildfire Risk of the Escondido General Plan. As a condition of project approval, the project would be required to comply with all applicable fire protection measures required by the City of Escondido Fire Department for being in a High Fire Hazard Zone Rating area. Project compliance with all required fire protection measures as conditioned would reduce potential wildfire risks and impacts to the project due to slope, prevailing winds, pollutant concentrations and the uncontrolled spread of a wildfire to less than significant.

c) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*** **Less Than Significant Impact**. The project would be required by the 2022 CBC to install fire sprinklers. However, the project would not be

[48] https://osfm.fire.ca.gov/media/5961/escondido.pdf

required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a Moderate, High, or Very High LRA or SRA fire hazard zone as discussed in Section "XX. a." above of this MND.

d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes? Less Than Significant Impact.** As discussed in Section "XX. b." above of this MND, the project is in a State of California Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). The project site is located within a designated High Fire Hazard Zone Rating area and adjacent to a designated Very High Fire Hazard Zone Rating adjacent to and east of the project based on Figure VI-6, Wildfire Risk of the Escondido General Plan. The project site is not downslope or downstream of a water course or slope area and could be significantly impacted from runoff or slope instability due to a post-fire situation. The project would not be significantly exposed and impacted by secondary wildfire impacts.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*** **Less Than Significant with Mitigation Incorporated.** As discussed in Section "IV.a" above of this MND, the project could impact nesting birds if construction occurs during the typical bird nesting season from February 1 through September. Mitigation measures are recommended to reduce potential nesting impacts to less than significant. In August of 2002, the City of Escondido approved a Coastal Sage Scrub Habitat Loss 4(d) Permit for removal of 2.22 acres of sage scrub associated with the future development of the ISKCON Cultural Center (Resolution No. 2002-203). Per the terms of the permit, the remaining 9.77 acres of sage scrub was to be preserved onsite and additional mitigation credits were to be purchased to offset the direct impacts onsite. The project developer may have to acquire additional off-site habitat if the project removes any on-site habitat within the 9.77-acres that are preserved.

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.)*** **Less Than Significant Impact.** The City of Escondido has identified four cumulative projects that, along with the proposed project, could have cumulative impacts. Table 29 shows the cumulate projects. Figure 20, Cumulative Projects Location Map, shows the location of the cumulative projects in relation to the project.

Table 29
ISKCON Cumulative Projects

Location/Address	Proposed Project	Status
#1 Ash Street	20 single-family detached	Approved
#2 Conway Drive	44 single-family detached 10 affordable duplexes	Approved
#3 SUB 17-0007 North Avenue Estates	34 single-family detached	Approved – plans in review
#4 PHG 20-0032	102 residential units	Approved

Based on the air quality and GHG reports, the project would not have any short-term construction or long-term operational air quality or GHG emissions of the project would not exceed any adopted air quality or GHG emission thresholds. Therefore, the project would not have any significant short-or long-term cumulative air quality or GHG impacts. The project would not have any individual or cumulative noise or traffic impacts. In addition, the project would not have any significant impacts associated with aesthetics, agricultural, biological resources, cultural resources, hazardous, hydrology, soils and geology, land use, mineral resources, noise, public services, utilities, or wildfire impacts with the implementation of the recommended mitigation measures. As a result, the project along with the cumulative impacts of the projects listed in Table 28 would not result in any significant cumulative impacts.

c) ***Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? Less Than*** **Significant.** As discussed in section "X. b. and g." above of this MND the project could have potential hazardous and hazardous material impacts associated with existing used oil and/or petroleum products at the two on-site outdoor storage sheds on the site.

As stated in Section "X.g" above of this MND, the project site is in a State of California Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). The project is not located in a State or Federal Responsibility Area. The project site is located within a designated High Fire Hazard Zone Rating area and adjacent to a designated Very High Fire Hazard Zone Rating adjacent to and east of the project based on Figure VI-6, Wildfire Risk of the Escondido General Plan. As a condition of project approval, the project would be required to comply with all applicable fire protection measures required by the City of Escondido Fire Department for being in a High Fire Hazard Zone Rating area. Project compliance with all required fire protection measures as conditioned would reduce potential wildfire risks and impacts to the project due to slope, prevailing winds, pollutant concentrations and the uncontrolled spread of a wildfire to less than significant.

Figure 20 Cumulative Projects Location Map

FIGURE 20
Cumulative Projects Location Map