

**MITIGATED NEGATIVE DECLARATION  
Modification of the Conditional Use Permit  
For Emmanuel Faith Community Church**

**(City File No. PHG 14-0030)**

**ENVIRONMENTAL CHECKLIST  
SUPPLEMENTAL COMMENTS**

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to this Mitigated Negative Declaration. The information contained in the Initial Study Checklist and the associated supplemental comments will be utilized by the City of Escondido to determine the potential impacts associated with the proposed Emmanuel Faith Community Church project.

**INTRODUCTION**

This Mitigated Negative Declaration assesses the environmental impacts of the proposed revisions to the Conditional Use Permit for the Emmanuel Faith Church located at 639 E. 17th Avenue in the City of Escondido (City). As required by the California Environmental Quality Act (CEQA) Section 15105, affected public agencies and interested persons may provide comments on this document in writing during the 20-day public review period, which is between April 28 and May 18. Written comments shall be submitted by 5:00 P.M. on May 18 to the following addresses:

City of Escondido  
Planning Division  
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Escondido, CA 92025-2798

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All comments received will be considered along with the Mitigated Negative Declaration in determining whether to approve the project. A printed copy of this document and associated documents are available at the above address during normal City operation hours during the public review period. In addition, the document is available at the City's website at: <https://www.escondido.org/planning.aspx>

## PROJECT DESCRIPTION

The proposed project consists of the Emmanuel Faith Community Church renovation (project) located at 639 E. 17th Avenue, Escondido, California (Figures 1 and 2). The purpose of the proposed renovation is to improve and modernize the operations of the 17.6-acre campus, as well as improve the viability of usable outdoor spaces and pedestrian circulation on the campus. Most of the building renovations include adding lobbies and other support uses, and are not intended to increase the capacity of the church. The exceptions to this are the proposed 200-student preschool and the addition of 400 seats to the worship center. In addition to demolition, construction, and renovation of structures, the project includes changes to the parking lot layout, outdoor play areas, three monument signs, landscaping, courtyards, and utilities (Figure 3). With the implementation of the proposed plan, the square-footage would change from 132,665 to 191,813 square feet, which is an increase of 59,148 square feet (Table 1). The site access driveways would be the same as the existing driveways.

**TABLE 1  
PROPOSED ON-SITE USES (SQURE FEET)<sup>1</sup>**

Bldg.	Identified Space	Existing	Phase 1	Phase 2	Phase 3	Phase 4	Change
A	Worship Center <sup>2</sup>	30,610	30,610	30,610	30,610	<b>36,824</b>	+6,214
B	Chapel <sup>3</sup>	12,073	12,073	12,073	12,073	12,073	0
C	Café <sup>4</sup>	3,800	3,800	3,800	<b>5,500</b>	5,500	+1,700
D	Education Center <sup>5</sup>	19,480	19,480	19,480	<b>25,256</b>	25,256	+5,776
E	Gymnasium / Family Center <sup>6</sup>	16,200	16,200	16,200	16,200	16,200	0
F	Children's Building <sup>7</sup>	0	<b>45,000</b>	45,000	45,000	45,000	+45,000
G	Training Center / Youth Complex <sup>8</sup>	0	0	<b>24,000</b>	24,000	24,000	+24,000
H	Junior High School Assembly Area & Office <sup>9</sup>	6,086	6,086	<b>6,086</b>	6,086	6,086	0
I	High School/College Assembly Area <sup>10</sup>	11,174	11,174	<b>12,874</b>	12,874	12,874	+1,700
J	Elementary Education Buildings <sup>11</sup>	16,300	<b>0</b>	0	0	0	-16,300
K	Nursery Buildings <sup>12</sup>	7,800	7,800	7,800	0	0	-7,800
L	Junior High Meeting Rooms <sup>13</sup>	6,918	6,918	<b>0</b>	0	0	-6,918
M	Maintenance Buildings <sup>14</sup>	2,224	2,224	2,224	<b>8,000</b>	8,000	+5,776
<b>Total</b>		<b>132,665</b>	<b>161,365</b>	<b>180,147</b>	<b>185,599</b>	<b>191,813</b>	<b>+59,148</b>
<b>Net Change</b>		<b>0</b>	<b>28,700</b>	<b>18,782</b>	<b>5,452</b>	<b>6,214</b>	

Source: Domus Studio Architecture 2015a

<sup>1</sup> A number in **bold** text indicates a change that occurs during the identified phase.

<sup>2</sup> Worship Center: Renovate, demolish existing offices, add seating (400 seats), add choir rooms, and add a lobby (net +6,214 sf).

<sup>3</sup> Chapel: No change.

<sup>4</sup> Café: Demolish an existing 3,800 sf building and construct a new 5,500 sf building (net +1,700 sf).

<sup>5</sup> Education Center: Convert ground floor to adult meeting rooms, convert 2nd floor to administration, including bridge (net +5,776 sf).

<sup>6</sup> Gymnasium / Family Center: No change.

<sup>7</sup> Children's Building: Construct 2-story building for 200-student preschool and children's meeting spaces (+45,000 sf).

<sup>8</sup> Training Center / Youth Complex: Construct 2-story building with youth and adult meeting rooms (+24,000 sf).

<sup>9</sup> Junior High School Assembly Area & Office: Renovate.

<sup>10</sup> High School/College Assembly Area: Add 1,700 sf lobby to the high school, and renovate college assembly area (net +1,700 sf).

<sup>11</sup> Elementary Education Buildings: Demolish seven buildings and the resource center (-16,300 sf).

<sup>12</sup> Nursery Buildings: Demolish two nursery buildings (-7,800 sf).

<sup>13</sup> Junior High Meeting Rooms: Demolish meeting rooms, rest rooms, offices (-6,918 sf).

<sup>14</sup> Maintenance Buildings: Demolish an existing 2,224 sf building and construct a new 8,000 sf warehouse and shop (net +5,776 sf).

## Parking

There currently are 712 parking spaces on-site and 732 spaces on the church-owned property on the west side of Encino Drive. Proposed on-site parking would be generally in the same location as the existing condition, which is in the western and southern portion of the site. The project would reorganize the on-site parking to provide 679 spaces. The project does not include any changes to the off-site 732-space lot. The total 1,411 parking spaces provided would be more than the City of Escondido's (City's) requirement of 1,120 spaces (Table 2) and equivalent to the peak parking demand estimated based on hourly needs (Domus Studio Architecture 2015a).

**TABLE 2  
PARKING<sup>1</sup>**

Bldg.	Identified Space	Unit <sup>2</sup>	Parking Requirement <sup>3</sup>	Spaces Required
A	Worship Center	2,000 seats	1 space/ 5 seats	400
B	Chapel	400 seats	1 space/ 5 seats	80
		4,000 sf assembly	1 space /100 sf assembly	40
C	Café (indoor and outdoor dining)	7,400 sf	40 spaces + 1 per 50 sf over 4,000 sf	108
D	Education Center Assembly Area	7,183 sf assembly	1 space /100 sf assembly	72
E	Gymnasium / Family Center Assembly Area	11,000 sf + 2,880 sf assembly	1 space /100 sf assembly	139
F	Children's Building - Preschool	22 staff	1 space /faculty	22
G	Training Center / Youth Complex Assembly Area	8,991 sf assembly	1 space /100 sf assembly	90
H	Junior High School Assembly Area	6,086 sf	None – children under 15	0
I	High School/College Assembly Area	12,874 sf	1 space /100 sf assembly	129
M	Maintenance Building	8,000 sf	0	0
	Office and Administration (within several buildings)	12,000 sf	1 space /300 sf	40
<b>Total On-site Required</b>				<b>1,120</b>
On-site Provided				679
Off-site Provided				732
<b>Total Provided</b>				<b>1,411</b>

Source: Domus Studio Architecture 2015a

<sup>1</sup>The church utilizes an off-site parcel for parking, which is not included as a part of the project.

<sup>2</sup>Only the area or seats that have an associated parking requirement are included in this column. Areas such as lobbies, restrooms, or hallways are not included.

<sup>3</sup>Spaces required per Municipal Code Section 33-765

## Grading

The project would involve grading 17.1 acres of the site (Figure 4). Total cut would be 7,000 cubic yards and total fill would be 24,000 cubic yards. The project would import 17,000 cubic yards from an off-site location such as another project site with export or a landfill with fill soils available. The maximum fill depth would be 3 feet and the maximum cut would be 12 feet. The maximum cut of 12 feet would be associated with two retaining walls proposed along the southeastern corner of the site. The grading would be completed in compliance with the Preliminary Geotechnical Investigation (CTE 2014) recommendations, including recommendations related to compaction, slope ratios, and fill material.

## Landscaping

The project would retain existing landscaping as possible and generally replace removed landscaping. The landscape plan is shown in Figure 5a. The project would have to remove several pine and eucalyptus trees due to disease and safety issues and other trees due to their location within the footprint. The project would replace all removed native oaks at a two-to-one ratio and other mature trees at a one-to-one ratio in compliance with the City's regulations. The trees retained are primarily deodar cedars (*Cedrus deodara*). Proposed trees are identified in Figure 5b and include palms, deciduous trees, broadleaf evergreen, oaks, and others. The project would include three diamond planters to the west of the chapel.

## Utilities

The City has water, sewer, and storm-drain lines within the local roadways surrounding the project site. As with the existing development, the proposed project would include an on-site system that would connect to these existing off-site City utilities (Burkett & Wong 2015a). The on-site private sewer system would consist of new 6-inch lines connecting to an existing 8-inch line, which connects to the existing 8-inch City line in Encino Drive. The project would include new 3-inch domestic water lines, new 6-inch fire service water lines, and a new 12-inch public water main loop within the project site. Water (fire and domestic supply) would continue to be provided to the site through connections to the 24-inch City's water main in Encino Avenue and the 27-inch water main in 17<sup>th</sup> Avenue, but new fire service connections would be completed. A 20-foot easement is proposed to cover the 12-inch public fire service water main loop. As analyzed further below in Section IX, Hydrology and Water Quality, the on-site storm-water network would connect to the existing on-site City storm-drain that is located across the northwestern corner of the site. No off-site utility improvements would be required to serve the project besides the fire service direct connections to lines located adjacent to the site within 17<sup>th</sup> Avenue and Encino Avenue.

## Demolition and Construction Phasing

The project would be implemented over four primary phases, two of which include sub-sequences to maintain operations during construction. The project would be phased over a period of approximately 25 years. The order of the phasing proposed beyond Phase 1 is subject to change based upon future ministry needs. The phases are summarized below:

### *Phase 1* (Estimated to be completed within 5 years of approval)

- Demolition of the seven existing children's meeting rooms (-16,300 sf)
- Construction of a 2-story children's building (+45,000 sf) to be used for preschool ministries and a weekday preschool
- Reconfiguration of the northwestern parking Lot A

### *Phase 2a* (Estimated to be completed within 10 years of completion of Phase 1)

- Demolish junior high meeting rooms, an office, and restrooms (-6,918 sf)
- Construct a new 2-story training center / youth complex (+24,000 sf)
- Renovate an existing junior high assembly
- Reconfigure southeastern parking Lot C

### *Phase 2b* (Estimated to be completed within 10 years of completion of Phase 1)

- Renovate an existing high school and college assembly with lobby addition (+1,700 sf)

### *Phase 3a* (Estimated to be completed within 10 years of completion of Phase 2)

- Demolish two nursery buildings (-7,800 sf)
- Renovate an existing 2-story education center into offices and meeting rooms (+5,776 sf)

### *Phase 3b* (Estimated to be completed within 10 years of completion of Phase 2)

- Demolish an existing café (-3,800 sf) and construct a new café (+5,500 sf)
- Demolish an existing maintenance facility (-2,224 sf) and construct a new maintenance facility (+5,776 sf net)
- Construct a new central courtyard and gathering space

Phase 4 (Estimated to be completed within 10 years of completion of Phase 3)

- Reconstruct an existing worship center from 1,600 to 2,000 seats for Saturday evenings and Sunday morning services
- Reconfigure southeastern parking areas (Lots B and D)

## PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project site is located at 639 E. 17th Avenue, Escondido, California. The site is located within the urbanized area of the City, south of E. 17<sup>th</sup> Avenue, east of Encino Drive, and north of Eldorado Drive. The surrounding area is primarily developed with single-family homes. Churches exist in the vicinity, and Juniper Elementary School is located approximately a third of a mile to the west. Riparian corridors with oak trees are located approximately 350 feet to the south and a quarter mile to the northeast.

## ISSUES:

### I. AESTHETICS

a. *Have a substantial adverse effect on a scenic vista?*

**No Impact.** Due to the flat topography in correlation with intervening buildings and landscaping, public views that include the site are limited to the local area along E. 17<sup>th</sup> Avenue, Encino Drive, and Eldorado Drive. Views from these roadways adjacent to the site do not include any scenic resources that are identified as significant in the General Plan (2012), such as “ridgelines, unique landforms, visual gateways and edges of the community”. As the site is not located within a scenic vista, the project would not affect a scenic vista.

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

**No Impact.** The site is currently developed with a church, including several large buildings, parking lots, and landscaping (see Figure 2). The on-site buildings were constructed in 1971 and are not considered historic, and the site is not visible from a historic area (see Section V, Cultural Resources). Thus, the project would not impact a historic building or affect the aesthetics of a historic resource.

The site landscaping includes many large, mature trees with aesthetic value. Article 55, Section 33-1068 of the City’s Zoning Ordinance protects mature trees, and requires their preservation or, in the event that trees are to be removed, their replacement. Due to their greater significance, the removal of an oak tree requires replacement at a two-to-one ratio, while removal of other mature trees requires replacement at a one-to-one ratio. In compliance with this regulation, the project would preserve trees as possible and would replace all other trees. There are no mature “Heritage” oak trees on-site. The site contains coast live oaks (*Quercus agrifolia*) that are shrubby (i.e., branched to the ground) and small (i.e., 6-inch diameter trunk or less). The most significant trees are located primarily in the east parking lot along the south border. The project would preserve these oaks as possible, but a few would need to be removed to construct a retaining wall. The project would replace the impacted oaks at a two-to-one ratio. Most of the pines and eucalyptus trees would be removed due to disease and/or brittle limbs that pose safety risks. The project would retain several pines and most of the cedars. Thus, the project would comply with the zoning code and would maintain or increase the number of mature trees on-site.

The site does not include any other scenic resources that are identified as significant by the General Plan (2012), such as “ridgelines, unique landforms, visual gateways and edges of the community”. The site is located 1.5 miles from Interstate 15 and is not located within the viewshed of a state scenic highway. Ultimately, the project would have no impact to scenic resources visible from a state scenic highway.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less than Significant Impact.** The site is located in the urbanized area of the City. Residences in the area are primarily single-story on small lots and are set back from the street with substantial front yard landscaping. The adjacent local roadways are two-lane and do not include sidewalks, with exception being along the perimeter of the church parcel. Riparian corridors with oak trees are located nearby. Despite the urbanization of the area, certain characteristics such as the lack of sidewalks, use of asphalt driveways, setbacks from the road, landscaping, and undeveloped riparian corridors also give the area a rural undertone.

The proposed project consists of a phased renovation of the site over an approximate 25-year period. The site would continue to be a church facility with a visually similar density as the existing development throughout the building phases (Table 1; Domus Studio Architecture 2015b). The exterior building appearances would be more modern than the existing structures, but the structures would be neutral, stucco structures similar to the existing development (Domus Studio Architecture 2015b). The proposed project structures would range from one to two stories, and would be up to 35 feet high. The existing 50-foot cross tower would be relocated on-site, but would remain centrally located. The proposed project would also include heavy landscaping (see Figure 4) similar to the existing conditions. This landscaping along the perimeter of the site, within parking lot island, and adjacent to structures would screen the majority of the structures and parking lots from view. Overall, the project would improve the visual quality of the site, and the site character as viewed from the roadways would not change substantially from the existing conditions. Thus, the project would have a less than significant impact to visual character and quality.

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

**No Impact.** Article 35 of the City's Zoning Ordinance, referred to as the Escondido Outdoor Lighting Ordinance, is intended to minimize unnecessary nighttime lighting and glare for the benefit of the citizens of the City and astronomical research at Palomar Mountain Observatory. In Section 33-713, the ordinance defines requirements for outdoor lighting, such as shielding and automatic timing devices. Shielding would also minimize nuisance light to neighboring land uses. The proposed project would comply with this ordinance and shield and direct light downward to prevent light spillage onto neighboring properties and the night sky. Considering this and the fact that the site is currently developed with lighting, the overall change in lighting at the site would be minimal. The project would have no light impact to nighttime views.

The project would include structures with windows and a parking lot with vehicles that could generate glare. The extensive landscaping on-site would greatly reduce the potential for light from these reflective surfaces to reach the motorists on the adjacent roadways or nearby residences. The majority of the proposed buildings would also be set back from the roadways, which would reduce the potential for a glare issue. Further, the project site already includes buildings with windows, and no glare issue exists. Thus, the project would have no impact related to substantial glare.

## II. AGRICULTURAL 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 agriculture and farmland. Would the project:*

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency or (for annexations only) as defined by the adopted policies of the Local Agency Formation Commission, to non-agricultural use?*

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

**No Impact.** The project site is developed and does not include any active agricultural uses or agricultural resources. The site is not zoned for agricultural uses and is not adjacent to areas zoned for or in agricultural use. Therefore, the project would have no direct or indirect agricultural resource impact.

### III. AIR QUALITY

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

Would the project:

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

**Less than Significant Impact.** The proposed project would generate criteria air pollutants during construction and operations. A screening level analysis was completed by RECON and is presented below. The data supporting the screening level analysis are contained in Attachment 1.

#### Air Quality Plans

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards for ozone, carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and nitrogen dioxide (NO<sub>2</sub>) to prepare and implement plans to attain the standards by the earliest practicable date. The San Diego Air Basin (SDAB) is designated nonattainment for ozone. Accordingly, the Regional Air Quality Strategy (RAQS) was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standard for ozone particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) (but as noted, the California Clean Air Act only requires, in this case, a plan for ozone). The two pollutants addressed in the RAQS are reactive organic gases (ROG<sup>1</sup>) and oxides of nitrogen (NO<sub>x</sub>), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the Transportation Control Measures (TCM), were most recently adopted in 2009 as the air quality plan for the region.

The California Air Resources Board (CARB) mobile source emission projections and San Diego Association of Governments (SANDAG) growth projections are based on population and vehicle trends and land use plans developed in general plans. As such, projects that propose development that is consistent with the growth

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<sup>1</sup> Note that ROG and volatile organic compounds (VOC) are interchangeable in the context of this project analysis.

anticipated by the SANDAG growth projections and/or the general plan would be consistent with the RAQS. As the project would not result in change in land use, it is consistent with the General Plan and the SANDAG growth projections upon which the RAQS is based. Therefore, the project would be consistent with the RAQS. Impacts would be less than significant.

Emissions

*Construction*

Construction emissions were modeled using the California Emissions Estimator Model (CalEEMod). As discussed previously, the project would be phased over a period of approximately 25 years. However, to determine worst-case emissions, construction activities were modeled over a period of one year. Construction would include the demolition of a total of 31,018 square feet and the construction of 90,166 square feet. CalEEMod defaults for construction phasing equipment, worker trips, and vendor trips were used. An architectural coating volatile organic compounds (VOC) limit of 150 grams per liter (g/L) was used for all coatings to reflect the requirements of San Diego Air Pollution Control District Rule 67. The results are summarized in Table 3.

**TABLE 3  
WORST-CASE CONSTRUCTION EMISSIONS (POUNDS PER DAY)**

Pollutant	Construction Emissions	Significance Thresholds <sup>1</sup>
VOC	63	75
NO <sub>x</sub>	129	250
CO	92	550
SO <sub>2</sub>	0	250
PM <sub>10</sub>	24	100
PM <sub>2.5</sub>	15	55

<sup>1</sup> Significance threshold is based on the Escondido Municipal Code Section 33-924(G).  
Source: Attachment 1

As shown, worst-case emissions would be less than the thresholds (Escondido Municipal Code Section 33-924(G)) for all criteria pollutants. Since construction phasing would be over a period of 25 years, actual emissions would be less than those calculated. Construction impacts would be less than significant.

*Operation*

The existing site is currently a source of operational pollutant emissions. The addition of the proposed preschool and the additional seats would result in a slight increase in emissions associated with vehicle traffic and area sources. The preschool would result in an increase of 1,000 weekday average daily trips (ADT) (LLG 2015). The 400 additional seats would result in an increase of 56 ADT on weekdays and 740 ADT on Sundays (LLG 2015). Emissions due to the increase in traffic as well as the increase in area sources were modeled using CalEEMod. The results are summarized in Table 4.

As shown, operational emissions are projected to be less than the applicable threshold (Escondido Municipal Code Section 33-924(G)) for all criteria pollutants. Operational emissions would be less than significant.

Sensitive Receptors

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples include residences, schools, playgrounds, child care centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

The project would not result in a significant stationary source of pollution or create substantial pollutant concentrations. The project would not place sensitive receptors in the vicinity of air toxins, including diesel

particulate matter, or result in the creation of or exposure of sensitive receptors to CO hotspot. Impacts would be less than significant.

**TABLE 4  
OPERATIONAL EMISSIONS (POUNDS PER DAY)**

Pollutant	Area Source Emissions	Mobile Source Emissions	Total Emissions <sup>1</sup>	Significance Thresholds <sup>2</sup>
<b>Summer</b>				
VOC	2	6	8	55
NO <sub>x</sub>	0	10	10	250
CO	0	48	48	550
SO <sub>2</sub>	0	0	0	250
PM <sub>10</sub>	0	6	6	100
PM <sub>2.5</sub>	0	2	2	55
<b>Winter</b>				
VOC	2	6	8	55
NO <sub>x</sub>	0	10	10	250
CO	0	53	53	550
SO <sub>2</sub>	0	0	0	250
PM <sub>10</sub>	0	6	6	100
PM <sub>2.5</sub>	0	2	2	55

<sup>1</sup> Total may vary due to independent rounding.

<sup>2</sup> Significance thresholds based on Escondido Municipal Code Section 33-924(G)

Source: Attachment 1

Odors

The project is not an odor generator. It is not anticipated to generate objectionable odors or to be located adjacent to a known odor generator. Therefore, the project would have no odor impact.

**IV. BIOLOGICAL RESOURCES**

*Would the project:*

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

**Less than Significant with Mitigation.** The site is currently developed and includes buildings, hardscape and landscaping. No native habitats exist on-site. The mature trees on-site have potential biological value, as they may provide nesting opportunities. Raptor breeding is protected by the California Department of Fish and Wildlife Code (CDFW), and migratory bird nesting is protected by the Migratory Bird Treaty Act (MBTA). The project construction activities would result in potentially **significant biological resource impacts** to nesting raptors protected by the CDFW and nesting birds protected by the MBTA, as construction activities could result in the direct removal of a nest or affect nesting behaviors through noise generation. In accordance with regulations and to avoid impacts to protected nesting birds, the following mitigation measures shall be required:

- BIO-1** A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding season of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of sight, existing disturbances, and proposed disturbance activities to determine an appropriate distance of a temporal buffer.
  
- BIO-2** If project construction cannot avoid the period of January 1 through September 1, a qualified biologist shall survey potential nesting vegetation within the project site for nesting birds prior to commencing any project activity. Surveys shall be conducted at the appropriate time of day, no more than three days prior to vegetation removal or disturbance. Documentation of surveys and findings shall be submitted to the City for review and concurrence prior to conducting project activities. If no nesting birds were observed and concurrence was received, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions on-site, and this area shall not be disturbed until after September 1 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work shall occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.

Compliance with the California Department of Fish and Wildlife Code and Migratory Bird Treaty Act ensures avoidance of nesting raptor and migratory bird impacts. Biological resource impacts would be less than significant after the implementation of this mitigation measure.

## V. CULTURAL RESOURCES

*Would the project:*

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- d. *Disturb any human remains, including those interred outside of formal cemeteries?*

**No Impact.** The site was previously graded and is currently developed. The existing buildings on-site were constructed in 1971 and do not meet the CEQA Guidelines Section 15064.5 criteria to be considered historically significant. The site is also not listed as historic by the Escondido Historical Resources Survey or Escondido Local Register of Historic Resources. The project grading would involve cut and fill primarily within previously disturbed soils, and is not expected to uncover unknown subsurface cultural resources. No formal cemetery or human remains are known to be present on-site. If any remains are encountered, the project would proceed in accordance with CEQA Section 15064.5(e), the California Public Resources Code (Sec.

5097.98) and State Health and Safety Code (Sec. 7050.5). In conclusion, the project would have no impact to historical and archaeological resources.

Underlying formations consist of Younger (Holocene) stream deposits, Miscellaneous Granodiorite Formation, and fill (CTE 2014). The site does not contain any unique geologic features. Granite-type formations and fill material have no potential to contain significant paleontological resources, while stream deposits have a low potential to include significant paleontological resources. The project involves grading cuts up to 12 feet and 7,000 cubic yards of cut, with the majority of cut located within previously disturbed soils or Granodiorite formation where no potential for significant paleontological resources exists. Overall, the risk of the project impacting a significant unique paleontological resource or geologic feature would be very low. The project would have no impact to paleontological resources.

## VI. GEOLOGY AND SOILS

*Would the project:*

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

**No Impact.** A Preliminary Geotechnical Investigation (CTE 2014) was completed to address geology and soils issues on-site. Per that report, no active faults are located on-site or within the immediate site vicinity, so the potential for a surface rupture on-site is low. Thus, the project would have no impact related to the rupture of a fault.

- ii. *Strong seismic ground shaking?*

**Less than Significant Impact.** As detailed in the Preliminary Geotechnical Investigation (CTE 2014), the site is located within the southern California seismically active region. No active faults are located on-site or within the immediate site vicinity. The nearest Class A (i.e., major movement, active) fault and Class B (i.e., lesser movement, less active) fault are located over 26 miles away from the site. Nonetheless, the site could be subject to significant shaking during a major earthquake on any regional fault. Compliance with the Building Code ensures that the risk of seismic ground shaking project impacts would be less than significant.

- iii. *Seismic-related ground failure, including liquefaction?*

**No Impact.** Considering the dense underlying geology on-site, the site has a negligible risk of liquefaction occurring during a seismic event (CTE 2014). Thus the project would have no impact related to liquefaction.

- iv. *Landslides?*

**Less than Significant Impact.** The Preliminary Geotechnical Investigation indicates geologic mapping identifies the site as generally susceptible to landslides, but the site investigation determined the landslide risk on-site is less than significant (CTE 2014).

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

**Less than Significant Impact.** As indicated below under Section IX, Hydrology and Water Quality, the project would implement Best Management Practices (BMPs) during construction and operation in compliance with regulations. Project impacts related to soil erosion would be less than significant.

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

**Less than Significant Impact.** As indicated in the other geology and soils information provided in this section as well as detailed in the Preliminary Geotechnical Investigation (CTE 2014), the underlying geology and soils would be stable under the proposed project conditions, and impacts related to geology and soils would be less than significant.

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

**Less than Significant Impact.** The near-surface materials and underlying geologic formations generally have very low to low expansion potential. The project would include excavation and recompaction of soils consistent with the Preliminary Geotechnical Investigation (CTE 2014) recommendations. Thus, the project would have a less than significant impact related to expansive soils.

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

**No Impact.** The project is connected to the City's wastewater system and would not utilize septic tanks or an alternative wastewater disposal system.

## **VII. GREENHOUSE GAS EMISSIONS**

*Would the project:*

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

b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?*

**Less than Significant Impact.**

The City of Escondido has prepared a Climate Action Plan (CAP) demonstrating how the City would reduce greenhouse gas (GHG) emissions. The CAP establishes a threshold level of 2,500 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) per year for identifying projects that require a project-specific technical analysis to quantify and mitigate project emissions. Emissions due to the project were calculated using CalEEMod, and the associated data are included in Attachment 1. The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources.

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Construction emissions are calculated for each year of construction activity based on the construction equipment profile and other factors determined as needed to complete all phases of construction by the target completion year. As discussed under Section III, Air Quality, to determine worst-case emissions, construction activities were modeled over a period of one year. CalEEMod defaults for construction phasing equipment, worker trips, and vendor trips were used. Construction emissions were amortized over 30 years and added to the operational emissions as recommended by the South Coast Air Quality Management District (SCAQMD) and Association of Environmental Professionals (AEP) (SCAQMD 2009 and AEP 2010).

Operational sources of emissions include vehicles, energy (electricity and natural gas), area, water and wastewater, and solid waste. As discussed under Section III, Air Quality, the preschool would result in an increase of 1,000 weekday ADT, and the 400 additional seats would result in an increase of 56 ADT on weekdays and 740 ADT on Sundays (LLG 2015). CalEEMod default values for energy, area sources, water and wastewater, and solid waste were used. The results are summarized in Table 5. As shown, emissions would be less than the 2,500 MTCO<sub>2</sub>E screening threshold. Therefore, GHG emissions would be less than significant.

**TABLE 5  
GHG EMISSIONS**

Source	Emissions (MTCO <sub>2</sub> E per year)
Vehicles	519
Energy	284
Area	0
Water	14
Waste	7
Construction	25
Total	849

Source: Attachment 1

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

*Would the project:*

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

**Less than Significant Impact with Mitigation.**

Asbestos and Lead

The U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency (CalEPA) and the Occupational Health and Safety Administration (OSHA) regulate hazardous materials, including asbestos- and lead-containing materials. U.S. EPA banned several asbestos-containing products in the 1970s (see 40 Code of Federal Regulations [CFR] Part 61, Subpart M; 16 CFR Part 1305; and 16 CFR 1304). Per OSHA (29 CFR 1926.1101 and 29 CFR 1910.1001), insulation, surfacing, asphalt, and vinyl flooring materials prior to 1980 should be assumed to be asbestos-containing materials and handled accordingly. U.S. EPA and OSHA require proper abatement and disposal of asbestos- and lead-containing materials to protect human health and safety. If the abatement activities involve over 100 square feet of asbestos-containing materials, then the asbestos abatement is required to be completed or overseen by a certified consultant (Title 8, California Code of Regulations (CCR), Article 2.6, Section 341.15). On a local level, these regulations are implemented through County of San Diego Air Pollution Control District (APCD) and the County of San Diego (County) Department of Environmental Health (DEH).

The existing structures on-site have potential to contain asbestos and lead, as they were constructed in 1971 (prior to 1980). As such, the proposed demolition and renovation could result in lead- and asbestos-containing materials becoming airborne and inhalable. The exposure of workers, church employees and members

(including children), and adjacent residences to lead- or asbestos-containing dust would result in a potentially **significant hazardous material impact**.

To mitigate these potential impacts to below a level of significance, the following shall be implemented:

**HAZ-1:** Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of one or more on-site structures, a survey shall be performed to determine the presence or absence of asbestos-containing materials in all buildings to be demolished or renovated under the applicable permit. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA-approved Building Inspector Course. Should regulated asbestos containing materials be found, they shall be handled in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation. Evidence of completion of the facility survey shall consist of a signed, stamped statement from the person certified to complete the facility survey indicating that the survey has been completed and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.

**HAZ-2:** Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a survey shall be performed by a California Department of Health Services certified lead inspector/risk assessor to determine the presence or absence of lead based paint located in all building to be demolished or renovated under the applicable permit. All lead-containing materials scheduled for demolition or renovation must comply with applicable regulations for demolition/renovation methods and dust suppression. Lead-containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

### Hazardous Material Use

The project would include typical construction activities, which may involve the use of lubricating oils, paints, solvents, and other materials. Operations and maintenance of the proposed project may also involve small quantities of pesticides, herbicides, cleaning solvents, oils, paints, and other regulated common hazardous materials. The project activities would be completed in compliance with regulations, including the proper use, transport, and disposal of hazardous materials. The project would comply with the County DEH requirements, including the requirement to prepare and comply with a Hazardous Materials Business Plan as necessary (see Section 4.4.2). Compliance with regulations would ensure potential hazardous material use impacts of the project would be below a level of significance.

*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?*

**No Impact.** According to GEOTRACKER (RWQCB 2014), the project site is not on a list of hazardous material sites. Thus, the project would have no impact related to exposing the public or environment to hazards associated with a listed hazardous material site.

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

f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The site is not located within two miles of a private or public airstrip. The nearest airport is Ramona Airport, which is located over 9 miles to the southeast. The project is not located within an Airport Influence Area for the Ramona Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2011) or any other airport land use compatibility plan.

g. *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The Escondido General Plan (City of Escondido 2012) Figure VI-1 illustrates the evacuation routes for the City. In the project vicinity, 17<sup>th</sup> Avenue, Felicita Avenue, Ash Street, San Pasqual Valley Road, Bear Valley Parkway, Juniper Street, Center City Parkway, and Escondido Boulevard are identified as evacuation routes. The project site is already developed with a church, and the proposed renovations would not impair the use of these roadways for evacuation purposes. Thus, the project would have no impact to emergency response or evacuation plans.

h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**Less than Significant Impact.** The Escondido General Plan (City of Escondido 2012) Figure VI-6 illustrates the wildfire risk within the City. As shown on that map, the site is identified as having a high wildland fire risk. The site is not directly adjacent to wildlands, is currently developed, and the project would comply with Fire Code regulations. Considering this, the project's addition of a preschool and 400 seats to an existing church would result in a less than significant impact associated with the increased exposure of people or structures to a wildfire risk.

## **IX. HYDROLOGY AND WATER QUALITY**

*Would the project:*

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

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

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

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

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

f. *Cause an increase of impervious surfaces and associated run-off?*

- g. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*
- h. Cause potentially significant adverse impact on ground water quality?*
- i. Cause or contribute to an exceedance of applicable surface or ground water receiving water quality objectives or degradation of beneficial uses?*
- j. Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?*
- k. Create or exacerbate already existing environmentally sensitive areas?*
- l. Create potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?*
- m. Impact aquatic, wetland or riparian habitat?*
- n. Otherwise substantially degrade water quality?*
- o. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- p. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
- q. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
- r. Inundation by seiche, tsunami, or mudflow?*

**Less than Significant Impact.** The site is currently developed and no existing flooding issues exist on-site or in the immediate vicinity. A Preliminary Drainage Report (Burkett & Wong 2014a) and a Preliminary Water Quality Technical Report (Burkett & Wong 2014b) have been prepared to address water quality and drainage for the proposed project. The following analysis is based on those reports.

### Drainage

As identified in the Water Quality Control Plan for the San Diego Basin (San Diego Basin Plan; RWQCB 2012), the project site is located within the San Dieguito Hydrologic Unit, Hodges Hydrologic Area and Del Dios Hydrologic Subarea (HSA; 905.21). The site includes three on-site drainage areas. Based on the decrease in impervious area and the implementation of current BMPs, the proposed project would decrease discharge flows and flow rates from the site (Table 6). The site currently discharges into the underground storm drain system within Encino Avenue, which indirectly leads to Lake Hodges and the Pacific Ocean. The project would retain this general drainage pattern. Ultimately, the project would be required to comply with the drainage and water quality regulations in place at the time of construction of each phase. Considering this, the proposed project would result in a less than significant drainage impact.

**TABLE 6  
DRAINAGE CONDITIONS**

Basin	Existing Conditions				Proposed Conditions			
	Area (acres)	Impervious Area (acres)	Percent Impervious	50-year 6-hour Flows (cfs)	Area (acres)	Impervious Area (acres)	Percent Impervious	50-year 6-hour Flows (cfs)
A	6.5	3.8	58%	24.2	6.5	3.5	53	24.2
B	8.1	6.7	83%	32.4	2.9	2.2	78	14.0
C	2.5	2.1	84%	16.2	7.7	5.8	75	22.7
<b>Overall</b>	<b>17.1</b>	<b>12.6</b>	<b>74%</b>	<b>73.9</b>	<b>17.1</b>	<b>11.5</b>	<b>67%</b>	<b>60.9</b>

Source: Burkett & Wong 2014a

The site is within Zone X per the Federal Emergency Management Agency (FEMA). Zone X is outside of the 500-year floodplain (FIRM Panel 1081 of 2375). As such, the project would not place any structures or alter areas within a flood hazard. Also, the project would reduce drainage discharge rates (see Table 6) and would therefore not exacerbate any downstream flooding issue. Overall, the project would have no impact related to flood hazards.

The site is located over 5 miles from the Lake Wolford and Dixon Lake dams, and 3.5 miles upstream from the Lake Hodges dam. According to the General Plan (City of Escondido 2012) Figure VI-8, the site is outside of the dam failure inundation area for Lake Wolford and Dixon Lake. The site is not located near any levee or significant hillside, and is located about 15 miles from the ocean at over 650 feet above mean sea level. Overall, the project would have no impact related to inundation from a levee, dam failure, seiche, tsunami, or mudflow.

### Water Quality

As indicated above, the site drains to the local storm drain system that discharges to Lake Hodges, the San Dieguito River, the San Dieguito Lagoon, and ultimately to the Pacific Ocean. The San Diego Basin Plan identifies the beneficial uses of these water bodies to include municipal supply, agricultural supply, industrial supply, processing supply, contact and non-contact water recreation, biological preserve, warm water habitat, cold water habitat, wildlife habitat, and rare species habitat. This watershed also includes waters 303(d) listed as impaired (RWQCB 2010), as follows:

- Pacific Ocean Shoreline, San Dieguito HU, at San San Dieguito Lagoon Mouth at San Dieguito River Beach: Total Coliform
- San Dieguito River: Enterococcus, Fecal Coliform, Nitrogen, Phosphorus, Total Dissolved Solids, and Toxicity
- Hodges, Lake: Color, Manganese, Mercury, Nitrogen, Phosphorus, Turbidity, and Ph
- Kit Carson Creek: Pentachlorophenol (PCP), and Total Dissolved Solids

Based on the proposed project type (institutional with parking lots and landscaping), the anticipated and potential operational pollutants of the project include oxygen-demanding substances, bacteria and viruses sediments, nutrients, heavy metals, trash and debris, oil and grease, and pesticides.

To address the potential pollutants of concern, the project would implement construction and post-construction BMPs in compliance with the City and Regional Water Quality Control Board regulations. Construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. Operational BMPs would include BMPs low-impact development design practices, source control, and treatment control. These operational BMPs include the direction of impervious area drainage towards pervious areas; maximizing pervious areas though the use of porous pavement, bioswales, bioretention basins, and landscaping; and

minimizing parking lot area. Ultimately, the project would be required to comply with the drainage and water quality regulations in place at the time of construction of each phase. The use of these BMPs would reduce potential water quality impacts to below a level of significance.

## **X. LAND USE PLANNING**

*Would the project:*

- a. Physically divide an established community?*
- b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The site is already developed as a church, and the church renovations would not divide the established Citrus Valley community or conflict with any applicable plan. The site is designated as Estate II by the General Plan (2012) and zoned RE-20 by the City Zoning Code, which allows for a church as a conditional use. The church currently has a conditional use permit that allows for a church with a preschool, and the project includes obtaining an updated conditional use permit to cover the proposed renovated church with a preschool. The site is not located within an area designated for conservation and does not include any native habitat covered by a natural community conservation plan. Thus, the project would have no impact related to land use planning.

## **XI. MINERAL RESOURCES**

*Would the project:*

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

**No Impact.** According to the Preliminary Geotechnical Investigation (CTE 2014), the site is underlain by Younger (Holocene) stream deposits, Miscellaneous Granodiorite Formation, and fill soil. Regardless of underlying geology, it would not be feasible to utilize the site for mining operations due to the site already being developed as a church, the site's zoning and land use designation, the location of the site within a residential neighborhood, and the site's size. The implementation of the project would result in no impact related to the loss of a local, regional, or state mineral resource.

## **XII. NOISE**

*Would the project result in:*

- a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

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

**Less than Significant Impact.** A screening level noise analysis was completed by RECON and is presented below. The data supporting the screening level analysis can be found in Attachment 1.

### Demolition and Construction

The Noise Ordinance establishes limits on construction noise generation to 75 average equivalent A-weighted decibels (dB(A)  $L_{eq}$ ), and to between the hours of 7:00 A.M. and 6:00 P.M. on weekdays and between the hours of 9:00 A.M. and 5:00 P.M. on Saturdays.

Construction activities would include a variety of heavy equipment. The noisiest equipment types operating at construction sites typically range from maximum noise levels of 88 to 91 dB at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average noise levels from the center of construction sites typically range from approximately 65 to 83 dB(A)  $L_{eq}$  at 50 feet, depending on the activities performed.

Construction noise generally can be treated as a point source and would attenuate at approximately 6 A-weighted decibels for every doubling of distance. Construction activities would occur at various locations over the entire project site and would not be situated at any one location for a long period of time. Therefore, the acoustic center was assumed to be the center of the construction activity for each phase.

Phase 1 would include the demolition of the seven existing children's meeting rooms, construction of a two-story children's building, and reconfiguration of the northwestern parking lot. The acoustic center of Phase 1 construction activity was assumed to be the center of the proposed children's building and the center of the northwestern parking lot.

Phase 2a would include demolition of junior high meeting rooms, construction of a training center, renovation of the junior high facility, and reconfiguration of the southeastern parking lot. The acoustic centers of Phase 2a construction activity were assumed to be the center of the youth building and the center of the southeastern parking lot.

Phase 2b would include the renovation of the existing high school and college assembly building. The acoustic center of Phase 2b construction activity was assumed to be the center of the high school building.

Phase 3a would include the demolition of nursery building and the renovation of the education center. The acoustic center of Phase 3a construction activity was assumed to be the center of the education center.

Phase 3b would include the demolition and reconstruction of the café and maintenance facility and the new central courtyard. The acoustic centers of Phase 3b construction activity were assumed to be the center of the café and maintenance facility and the central courtyard.

Phase 4 would include the reconstruction of the worship center and reconfiguration of the southeast parking lot. The acoustic centers of Phase 4 construction activity were assumed to be the center of the worship center and the center of the southeastern parking lot.

A sound power level of 114 dB(A) was modeled at the center of all construction phases except parking lot and central courtyard reconfiguration. A sound power level of 114 dB(A) is equivalent to a sound pressure level of 83 dB(A)  $L_{eq}$  at 50 feet. A sound power level of 105 dB(A) was modeled at the center of the reconfigured parking lots and courtyard. This is representative of the noise level generated by a paver.

Noise levels were modeled at a series of receivers located at the property line. Based on this preliminary modeling, it is not anticipated that construction noise levels would exceed 75 dB(A)  $L_{eq}$  at the property line. Construction noise impacts would be less than significant.

Traffic

The Community Protection Element of the City of Escondido General Plan establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. The Community Protection Element also provides standards for projects that could significantly alter existing noise levels, such as an increase in noise levels above 5 decibels.

The site is currently developed with a church facility and would continue to be a church facility with the implementation of the project. To determine the project’s impact on the increase in traffic noise, traffic volumes without the project were compared to traffic volumes with the project. The results are shown in Table 7. As shown, traffic noise increases due to the project would range from 0.1 to 0.4 dB. This is not an audible increase in noise. Since the project would not result in a substantial increase in traffic noise, traffic noise impacts would be less than significant.

**TABLE 7  
TRAFFIC NOISE INCREASE**

Roadway	Segment	Existing Traffic Volume	Existing + Project Traffic Volume	Change in dB
Felicita Avenue	Escondido Boulevard to Juniper Street	19,370	19,740	0.1
East 17th Avenue	Juniper Street to Encino Drive	12,110	12,585	0.2
	Encino Drive to San Pasqual Valley Road	11,300	11,775	0.2
Encino Drive	Eldorado Drive to Bear Valley Parkway	1,110	1,216	0.4
San Pasqual Valley Road	Idaho Avenue to East 17th Avenue	15,580	15,791	0.1
	East 17th Avenue to Bear Valley Parkway	14,730	14,994	0.1
Bear Valley Parkway	Idaho Avenue to San Pasqual Valley Road	14,780	14,991	0.1

Sources: LLG 2015 and Attachment 1

On-Site Generated Noise

The Noise Ordinance establishes noise regulations to prohibit disturbing, excessive, or offensive noise. The residential zone noise limit is 50 dB(A)  $L_{eq}$  between 7:00 A.M. and 10:00 P.M. and 45 dB(A)  $L_{eq}$  between 10:00 P.M. and 7:00 A.M.

The site is currently developed with a church facility and would continue to be a church facility with the implementation of the project. Noise levels from church activities are not expected to change significantly from the existing conditions, as the proposed structures (including the maintenance building), parking lots, and play areas are configured similar to the existing conditions. In addition, the proposed renovations would involve upgrading heating, air conditioning, and ventilation equipment, which generally reduces noise levels.

The project would add a preschool to the site, which would involve an outdoor play area near the existing sports field in the northeastern portion of the site. The residential uses to the north are approximately 125 feet from the center of the play area and the residential uses to the east are approximately 200 feet from the center of the play area. Existing measurement data show that preschool children at a play area typically generate a

noise level of approximately 65 dB(A)  $L_{eq}$  (RECON 2006). This noise level would attenuate to 49 dB(A)  $L_{eq}$  at 125 feet and 45 dB(A)  $L_{eq}$  at 200 feet. Thus, noise from the play area would be expected to be below the 50 dB(A)  $L_{eq}$  residential noise limit.

Overall, on-site noise generated by the project would be less than significant.

### **XIII. POPULATION AND HOUSING**

*Would the project:*

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

**No Impact.** The project involves the renovation of an existing church facility and would not directly or indirectly alter population and housing. The church is intended to serve the population in the area and would not directly draw additional residences to the area. The infrastructure improvements included as a part of the project are intended to serve the project only and would not allow for additional development in the area. Any road improvements completed as a part of project mitigation would be designed to accommodate the increase of traffic generated by the proposed project in addition to the existing and already planned future developments. The roadway mitigation would not allow additional growth to occur in the area beyond that already planned. The site is currently developed as a church, and redevelopment of the site would not displace any housing. Overall, the project would have no impact to population and housing.

### **XIV. PUBLIC SERVICES**

*Would the project:*

- a. *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*
  - i. *Fire protection?*
  - ii. *Police protection?*
  - iii. *Schools?*
  - iv. *Parks?*
  - v. *Other public facilities?*

**No Impact.** As indicated above, the project would not induce growth either directly or indirectly. Thus, the project is not anticipated to result in any additional demand for schools, parks, or other public facilities such as libraries. The proposed facility update and the additional preschool are also not anticipated to result in an increased demand for police or fire protection, given that the site is already developed as a church. The project would have no impact to public services.

## XV. RECREATION

*Would the project:*

- a. *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. *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No Impact.** The project involves renovating an existing church facility and adding a preschool. The project would include recreational amenities on-site for the preschool, including outdoor play areas, a sports field, and parking lot basketball court. The project would not increase the demand for recreational facilities off-site. Thus, the project would result in no impact to recreational facilities.

## XVI. TRANSPORTATION/TRAFFIC

*Would the project:*

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?*
- b. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**Less than Significant with Mitigation.** A Traffic Impact Analysis (TIA; LLG 2015) was prepared to address the proposed project traffic impacts. The following analysis is based on that report.

### Methodology and Thresholds Summary

In the TIA and the analysis herein, the City of Escondido analysis methodology and thresholds were used for the City facilities, while the County methodology and thresholds were used for facilities under County jurisdiction. In summary, the City considers Level of Service (LOS) D, E, or F unacceptable, and the County considers LOS E or F unacceptable. Below is a summary of the significance thresholds for each jurisdiction. Refer to the TIA Chapters 4 and 5 for additional details.

#### *City*

The City considers LOS D, E, or F unacceptable. A project that would increase the volume-to-capacity ratio of a segment operating unacceptable by more than 0.2, have a speed reduction over 1 mile per hour for arterials operating unacceptably, or increased delay by more than 2 seconds at intersections operating unacceptably would potentially result in a significant impact per the City's thresholds.

#### *County*

In the County, the LOS E or F operations are considered unacceptable. The addition of more than 2 seconds of delay at a signalized intersection or more than 20 peak hour trips on a critical movement of an unsignalized intersection operating at LOS E, or the addition of 1 second to a signalized intersection or 5 peak hours at an signalized intersection operating at LOS F is considered potentially significant in the County. A decrease in operations from acceptable LOS to unacceptable LOS at a signalized would be significant as well. For

roadways, the County considers the addition of 200 ADT to a two-lane roadway operating at LOS E, 100 ADT to a two-lane roadway operating at LOS F, 400 ADT to a four-lane roadway operating at LOS E, or 200 ADT to a four-lane roadway operating at LOS F as a potentially significant impact. The County defaults the analysis of two-lane highways with intersection spacing of less than a mile to the corresponding intersection analysis.

Trip Generation

The site currently generates trips through the existing church operations. The site currently contains 132,665 developed square feet and provides 1,600 seats for Sunday services. Based on the trip generation rate of 9 daily trips per 1,000 square feet of church, the existing site generates 1,194 ADT on the weekdays. On the weekend, the church’s 1,600 seats generate 2,960 ADT based on a 1.85 trips per seat generation rate. Note that these existing trips are already a part of the existing conditions.

**TABLE 8  
TRIP GENERATION**

Land Use	Trip Rate	ADT
<b>Weekday</b>		
<i>Existing</i>		
Church (132,665 sf)	9/1,000 square feet	1,194
<i>Additional Project Traffic</i>		
Preschool	5 trips per child*	1,000
Church (6,214 sf admin)	9/1,000 square feet	56
Project Total Weekday		1,056
<b>Sunday</b>		
<i>Existing</i>		
Church (1,600 seats)	1.85 per seat	2,960
<i>Additional Project Traffic</i>		
Church (Addition of 400 Seats)	1.85 per seat	740

\*Daycare rate used, as that use is more accurate to predict trips from the preschool than others listed by the 2002 SANDAG’s (No so) Brief Guide to Vehicular Traffic Generation Rates  
Source: LLG 2015

The proposed project would generate new trips through the proposed 200-student preschool and the addition of 400 seats to the worship center. It is also conservatively estimated that 6,214 square feet of new worship center area may generate additional weekday trips. All other facility improvements, such as the addition of a lobby or increased café size, would not increase employees or attract additional people to the site. Due to the varying schedules, the church would generate a different amount of traffic depending on the day of the week. The proposed preschool and administration would operate during the week, while the proposed additional seats would be for Saturday and Sunday services only. Thus, the project trip generation consists of 1,056 weekday trips and 740 weekend (Sunday) trips. It is noted that this trip generation is considered conservative, as many of the preschool trips would be “pass-by” and “diverted” trips where drivers would already be on the road going to another destination such as work. Also, the analysis is conservative since the church is not intending to expand its general administration staff due to the increase in worship center.

The analysis below utilizes the worst-case traffic scenarios to determine transportation impacts. The project’s impact to off-site transportation facilities was evaluated using the time period when there would be the most existing traffic on the roadway and the most additional trips added by the project, which is the weekday peak hours. The driveway operations analysis is based on Sunday conditions, as that is the day with the most people entering and exiting the site. Trips were distributed on the local roadway based on the location of church members’ residences and the most efficient route to the project site.

## Existing and Existing Plus Project

Under the existing conditions, all intersections would operate at acceptable levels except E. 17<sup>th</sup> Avenue/Encino Drive and Bear Valley Parkway/Encino Drive within the City that would operate at LOS D (see TIA Table 6-1 [LLG 2015]). All roadway and arterial segments would operate at unacceptable levels, with the exception of Encino Drive (see TIA Tables 6-2 and 6-3 [LLG 2015]).

With the addition of project traffic to the existing conditions, study area intersections and roadway segments continue to operate at similar LOS as the existing conditions. The following intersections and segments would operate unacceptably in the Existing Plus Project conditions:

### *Intersections*

- E. 17<sup>th</sup> Avenue/Encino Drive (AM and PM peak hours)
- Bear Valley Parkway/Encino Drive (AM peak hour)

### *Segments*

- Felicita Avenue, Escondido Boulevard to Juniper Street
- E. 17<sup>th</sup> Avenue, Juniper Street to Encino Drive
- E. 17<sup>th</sup> Avenue, Encino Drive to San Pasqual Valley Road
- San Pasqual Valley Road, Idaho Avenue to E. 17<sup>th</sup> Avenue
- San Pasqual Valley Road, E. 17<sup>th</sup> Avenue to Bear Valley Parkway

The project would have a less than significant impact to the Bear Valley Parkway/Encino Drive intersection, as it would add less than 2 seconds of delay (City's threshold). The project impact to 17<sup>th</sup> Avenue/Encino Drive would be a **significant direct traffic impact**, as it would add more than 2 seconds of delay to this intersection operating at unacceptable LOS D/E.

While Felicita Avenue is shown to operate at unacceptable levels through the segment analysis, the arterial analysis shows that the project would not decrease speeds by more than the City's arterial threshold of 1 mile per hour (see TIA Table 9-3 [LLG 2015]). The intersection analysis, which is generally more true to the ground conditions than the street segment analysis, shows that all intersections located along this segment would operate acceptably and traffic would flow adequately through this segment. Thus, the Felicita Avenue arterial is considered to operate acceptably and the project would have a less than significant impact to this segment.

The project impacts to the E. 17<sup>th</sup> Avenue segments would be considered **significant direct traffic impact**, as the project would result in a volume-to-capacity ratio increase of more than the City's threshold of 0.02. It is also noted that an intersection along these segments also operates unacceptably, which implies that the traffic flow through this segment is impaired.

While the San Pasqual Valley Road (Highway 78) segments would operate at unacceptable LOS E, this is a County two-lane highway with intersection spacing less than a mile and the County defers such highway segment analysis to the more accurate intersection operations analysis. The intersection analysis (TIA Table 9-1 [LLG 2015]) shows acceptable intersection operations along this segment. Thus, project impacts to this two-lane highway would be less than significant.

In summary, the project would result in the following significant direct impacts under the existing plus project conditions:

### *Intersection*

- E. 17<sup>th</sup> Avenue/ Encino Drive (AM and PM peak hours)

### *Segments*

- E. 17<sup>th</sup> Avenue, Juniper Street to Encino Drive
- E. 17<sup>th</sup> Avenue, Encino Drive to San Pasqual Valley Road

## Near-term and Near-term Plus Project

The near-term baseline analysis (i.e., Existing + Cumulative growth) assumes other projects proposed in the area are in place and also incorporates a growth factor to capture general annual growth. The cumulative projects consist of 661 Bear Valley Parkway (62 single-family homes) and Trinity Meadows (22 single-family homes). In addition, the Bear Valley Parkway North Widening Project is proposed to widen Bear Valley Parkway to four lanes and provide intersection improvements between San Pasqual Valley Road (SR 78) and Boyle Avenue. This Bear Valley Parkway project is a fully funded County Capital Improvement Project and is planned to be completed by spring 2016.

Under the baseline near-term conditions, the E. 17<sup>th</sup> Avenue/Encino Drive and the Bear Valley Parkway/Encino Drive intersections operate unacceptably (see TIA Table 9-1 [LLG 2015]). The Felicita Avenue, E. 17<sup>th</sup> Avenue, and San Pasqual Valley Road roadway segments would operate unacceptably (see TIA Table 9-2 [LLG 2015]) under the near-term conditions.

With the addition of project traffic to the near-term conditions, the following intersections and segments would continue to operate unacceptably:

### *Intersections*

- E. 17<sup>th</sup> Avenue/Encino Drive (AM and PM peak hours)
- Bear Valley Parkway/Encino Drive (AM peak hour)

### *Segments*

- Felicita Avenue, Escondido Boulevard to Juniper Street
- E. 17<sup>th</sup> Avenue, Juniper Street to Encino Drive
- E. 17<sup>th</sup> Avenue, Encino Drive to San Pasqual Valley Road
- San Pasqual Valley Road, Idaho Avenue to E. 17<sup>th</sup>. Avenue
- San Pasqual Valley Road, E. 17<sup>th</sup> Avenue to Bear Valley Parkway

The project would have **significant cumulative traffic impacts** to the Bear Valley Parkway/Encino Drive and 17<sup>th</sup> Avenue/Encino Drive intersections, as it would add more than 2 seconds of delay (City's threshold) to these intersections operating at unacceptable levels (see TIA Table 9-1 [LLG 2015]).

While Felicita Avenue is shown to operate at unacceptable levels through the segment analysis (TIA Table 9-2 [LLG 2015]), the arterial analysis shows that the project would not decrease speeds by more than the City's arterial threshold of 1 mile per hour (see TIA Table 9-3). The intersection analysis, which is generally more true to the ground conditions than the street segment analysis, shows that all intersections located along this segment would operate acceptably and traffic would flow adequately through this segment. Thus, the Felicita Avenue arterial is considered to operate acceptably and the project would have a less than significant cumulative impact to this roadway.

The project's cumulative impacts to the E. 17<sup>th</sup> Avenue segments would be **cumulatively significant traffic impacts**, as the project would result in a volume-to-capacity ratio increase of more than the City's threshold of 0.02. It is also noted that an intersection along these segments also operates unacceptably, which implies that the traffic flow through this segment is impaired.

While the San Pasqual Valley Road (Highway 78) segments would operate unacceptably, this is a County two-lane highway with intersection spacing less than a mile, and the County defers such highway segment analysis to the more accurate intersection operations analysis. The intersection analysis (Table 9-1) shows acceptable intersection operations along this segment in the near term. Thus, project cumulative impact to this two-lane highway would be less than significant.

In summary, the project would result in significant cumulative impacts to the following intersections and segments:

*Intersections*

- E. 17th Avenue/Encino Drive (AM and PM peak hours)
- Bear Valley Parkway/Encino Drive (AM peak hour)

*Segments*

- E. 17<sup>th</sup> Avenue, Juniper Street to Encino Drive
- E. 17<sup>th</sup> Avenue, Encino Drive to San Pasqual Valley Road

Horizon Year

Under the Horizon Year conditions, it is assumed that all roadways would be built to their ultimate classification and that the General Plan land uses would be built out to the year 2035. This long-term analysis is completed to determine if a proposed land use change would result in impacts to the planned roadway network beyond anticipated by the General Plan. The proposed project doesn't include a land use change and, therefore, it is not necessary to complete a Horizon Year analysis.

Driveway Operations

The worst-case driveway operations are on Sundays when the most people would be entering and exiting the site. A Sunday driveway operational analysis was completed, which shows the proposed project Sunday traffic would potentially back up the E. 17<sup>th</sup> Avenue/Encino Drive intersection and result a degradation of operations from acceptable LOS C to unacceptable LOS D. The LOS of operations at E. 17<sup>th</sup> Avenue/ Project Driveway (off-site lot) and Eldorado Avenue and Encino Drive would be acceptable on Sunday with the addition of the proposed project Sunday traffic. Refer to TIA Table 10-2 for details (LLG 2015). Considering the intersection delay added by the project and LOS D operations, the project would have a **significant driveway impact** to the following intersection on Sunday:

- E. 17th Avenue/Encino Drive (Sunday)

Mitigation

To mitigate potentially significant weekday intersection impacts as well as weekend driveway impacts, the following shall be implemented:

**TRF-1:** Prior to the issuance of permits for either the operations of the preschool or the addition of 400 seats to the worship center, the applicant shall install a traffic signal at the E. 17<sup>th</sup> Avenue/Encino Drive intersection.

To mitigate the project's significant cumulative intersection impact that would occur as a result of weekday preschool trips, the following shall be implemented:

**TRF-2:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide a fair-share contribution towards the signalization of the Bear Valley Parkway/Encino Drive intersection.

To mitigate weekday preschool roadway segment impacts (both direct and cumulative) to the two 17<sup>th</sup> Avenue segments, the project shall implement the following:

**TRF-3:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping enhancements to 17th Avenue (Juniper Street to Encino Drive):

- Provide a white edge-line ("fog line") in both directions,

- Restripe the eastbound (EB) edge-line west of the off-site parking lot to better define the transition due to the two-way left-turn lane beginning east of High Crest Place,
- Extend the existing EB right-turn pocket into the west parking lot, and
- Stripe a dedicated EB right-turn lane to Encino Drive.

**TRF-4:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping and enhancements to E. 17th Avenue (Encino Drive to San Pasqual Valley Road):

- Restripe the segment to provide an EB right-turn pocket for turns into the Project driveway east of Encino Drive and
- Extend the two-way left-turn lane eastward to the City/County boundary to allow for westbound (WB) left-turns into the site’s easternmost driveway.

The implementation of these measures would mitigate the project’s traffic impacts to below a level of significance. The proposed intersection signalizations would avoid the addition of delay to the E. 17th Avenue/Encino Drive and Bear Valley Parkway/Encino Drive intersections, thereby reducing project impacts to below a level of significance. The proposed roadway improvements would improve the capacity of 17<sup>th</sup> Avenue to the point that the volume to capacity ratio relative to the baseline conditions would be improved, thus fully mitigating the project’s roadway segment impacts. Refer to TIA Section 11 for additional mitigation analysis details (LLG 2015).

Traffic Analysis Summary

Below is a summary table of the project’s traffic impacts, mitigation, and significance after mitigation. As shown, the project would mitigate all traffic impacts to below a level of significance.

**TABLE 9  
TRAFFIC IMPACT AND MITIGATION SUMMARY**

Impact Location	Direct Impact	Cumulative Impact	Driveway Impact	Mitigation	Significance After Mitigation
E. 17 <sup>th</sup> Ave./ Encino Dr.	X	X	X	TRF-1	Less than Significant
Bear Valley Pkwy./ Encino Dr.		X		TRF-2	Less than Significant
E. 17th Ave.: Juniper St. to Encino Dr.	X	X		TRF-3	Less than Significant
E. 17th Ave.: Encino Dr. to San Pasqual Valley Rd.	X	X		TRF-4	Less than Significant

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** As indicated above, the project is not located within an Airport Influence Area and would not affect air traffic patterns.

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

**No Impact.** The project would not include improvements to roadways except the proposed signal. The signal would improve the safety of the area by regulating traffic flow and allowing safe turning movements. A church already exists at the site, and the project would not introduce a new land use.

e. *Result in inadequate emergency access?*

**No Impact.** The project would retain the existing access driveways and would be required to provide adequate emergency access.

- f. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**No Impact.** The project would not adversely affect any public transit, bicycle, or pedestrian facilities. The project would retain the existing sidewalks along the perimeter and would not alter any public transit or bicycle facilities. It is noted that the project includes a traffic control measures that require traffic control officers to direct Encino Drive vehicular traffic and pedestrians during church events with high traffic. Overall, the project would have no impact to public transit, bicycle, or pedestrian facilities.

## **XVII. UTILITIES AND SERVICE SYSTEMS**

*Would the project:*

- a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less than Significant Impact.** The proposed 200-student preschool and the addition of 400 seats for Saturday and Sunday service would increase demand for water and wastewater treatment. As heavy landscaping exists on-site and would continue to exist under the proposed project, water demand from landscaping is not expected to change from implementation of the project. The proposed project would include on-site water and wastewater improvements and connections to existing water and wastewater infrastructure. No further water or wastewater facility improvements would be necessary to serve the project. Thus, the project would have a less than significant impact related to water and wastewater facilities.

- c. *Require, or result in, the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**No Impact.** The project would decrease runoff into the storm drain and would not require the construction of new or improved storm-drain facilities beyond those proposed on-site (see Section IX, Hydrology and Water Quality). Therefore, the project would have no impact related to storm-drain facilities.

- d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**No Impact.** Regional water planning documents utilize zoning and land use designations to determine water demand and to ultimately determine the entitlements needed to provide adequate water supply. The project would not alter the zoning or land use of the site and, therefore, would not result in a need to revised estimated regional water demands or alter existing entitlements. Also, the existing Conditional Use Permit allows for a church and a preschool on-site, and the project would include those same uses. Overall, the project would not result in a need to alter existing entitlements and would have no impact related to water supply entitlements.

- e. *Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less than Significant Impact.** As indicated above, the project includes all on-site wastewater improvements necessary to serve the project, and no off-site improvements would be required to provide wastewater treatment for the project. Thus, the project would have a less than significant impact related to wastewater treatment capacity.

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

**Less than Significant Impact.** The proposed project would result in an increased demand for solid waste disposal. The project would generate solid waste during demolition and construction phases, as well as during operations. Construction and demolition waste would be disposed of at regional landfills, green waste centers, and recycling centers, as appropriate. Operational waste would be collected by the Escondido Disposal, Inc. and disposed of at regional landfills. Considering the size of the project, the fact that a church already exists on-site, and that the project would be phased over 25 years, the project would not result in a need for new or expanded landfill facilities. Thus, project impacts related to solid waste would be less than significant.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

*Would the project:*

- a. *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range, of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*
- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*
- c. *Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?*
- d. *Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations {Zoning Code Section 33-924 (a) }?*

**Less than Significant Impact With Mitigation.** The project would have no significant impact to biological resources. Cumulative impacts of the project would be less than significant, except as noted for traffic in Section XVI. The project would result in significant direct and cumulative traffic impacts, but those impacts would be mitigated to below a level of significance through TRF-1 to TRF-4. The project would also result in significant hazards impacts related to potential asbestos and lead within existing structures, but would mitigate these impacts to below a level of significance through HAZ-1 and HAZ-2 (see Section VIII, Hazards and Hazardous Materials). All other project impacts would be less than significant without mitigation and no deficiencies related to the City's General Plan Quality of Life Standards would occur. Overall the project would not result in significant effects.

**MANDATORY FINDINGS OF SIGNIFICANCE**

The project would have potential impacts related to Hazards and Hazardous Materials, and Transportation/Traffic. With the implementation of the mitigation measures and conditions of approval, the project is not expected to have any significant impacts, either short-term or long-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project will not degrade the quality of the environment for plant or animal communities since the project will not cause fish and wildlife populations to drop below self-sustaining levels, nor reduce the number or restrict the range of endangered plants or animals. The project will not materially degrade levels of service of the adjacent streets, intersections,

or utilities. Therefore, in the City of Escondido staff's opinion, the proposed project would not have a significant individual or cumulative impact to the environment.

## **SUMMARY OF MITIGATION MEASURES**

### **Biological Resource Mitigation:**

**BIO-1** A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding season of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of sight, existing disturbances, and proposed disturbance activities to determine an appropriate distance of temporal buffer.

**BIO-2** If project construction cannot avoid the period of January 1 through September 1, a qualified biologist shall survey potential nesting vegetation within the project site for nesting birds, prior to commencing any project activity. Surveys shall be conducted at the appropriate time of day, no more than three days prior to vegetation removal or disturbance. Documentation of surveys and findings shall be submitted to the City for review and concurrence prior to conducting project activities. If no nesting birds were observed and concurrence was received, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions on-site, and this area shall not be disturbed until after September 1 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work shall occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.

### **Hazardous Materials Mitigation:**

**HAZ-1:** Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of one or more on-site structures, a survey shall be performed to determine the presence or absence of asbestos-containing materials in all buildings to be demolished or renovated under the applicable permit. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA approved Building Inspector Course. Should regulated asbestos containing materials be found, they shall be handled in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation. Evidence of completion of the facility survey shall consist of a signed, stamped statement from the person certified to complete the facility survey indicating that the survey has been completed and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.

**HAZ-2:** Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a survey shall be performed by a California Department of Health Services certified lead inspector/risk assessor to determine the presence or absence of lead based paint located in all building to be demolished or renovated under the applicable permit. All lead-containing materials scheduled for demolition or renovation must comply with applicable regulations for demolition/renovation methods and dust suppression. Lead-containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

**Traffic Mitigation:**

- TRF-1:** Prior to the issuance of permits for either the operations of the preschool or the addition of 400 seats to the worship center, the applicant shall install a traffic signal at the E. 17th Avenue/Encino Drive intersection.
- TRF-2:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide a fair-share contribution towards the signalization of the Bear Valley Parkway/Encino Drive intersection.
- TRF-3:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping enhancements to 17th Avenue (Juniper Street to Encino Drive):
- Provide a white edge-line (“fog line”) in both directions,
  - Restripe the EB edge-line west of the off-site parking lot to better define the transition due to the two-way left-turn lane beginning east of High Crest Place,
  - Extend the existing EB right-turn pocket into the west parking lot, and
  - Stripe a dedicated EB right-turn lane to Encino Drive.
- TRF-4:** Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping and enhancements to E. 17th Avenue (Encino Drive to San Pasqual Valley Road):
- Restripe the segment to provide an EB right-turn pocket for turns into the Project driveway east of Encino Drive, and
  - Extend the two-way left-turn lane eastward to the City/County boundary to allow for WB left-turns into the site’s easternmost driveway.

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**\*** Project Location

**FIGURE 1**

Regional Location



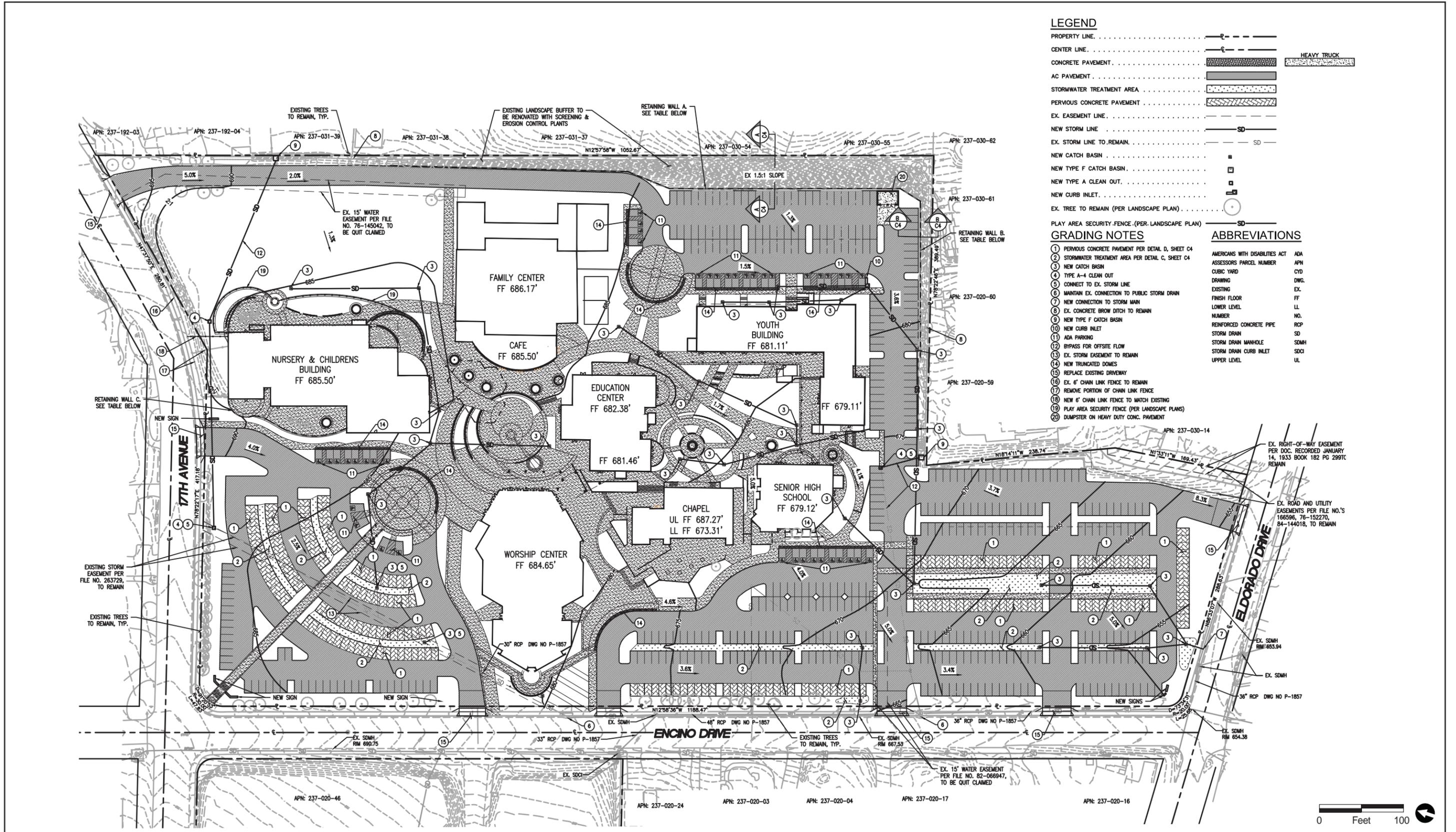
 Project Boundary

FIGURE 2

Project Location on Aerial Photograph



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### PLANT MATERIALS LEGEND

#### TREES



<b>ACCENT PALM TREES (100%-10-14" BTH SUCH AS)</b>		
QUEEN PALM (ARECASTRUM ROMANZOFFIANUM)	KING PALM (WASHINGTONIA ROBUSTA)	MEXICAN FAN PALM (WASHINGTONIA ROBUSTA)
DATE PALM (PHOENIX DACTYLIFERA 'MEDJOL')	CALIFORNIA FAN PALM (WASHINGTONIA FILIFERA)	
<b>SPECIMEN ACCENT TREES (100% - 36" BOX SIZE) TREES WILL BE SELECTED FROM CANOPY SHADE LISTS BELOW</b>		
<b>CANOPY SHADE TREES - DECIDUOUS TREES (15% - 36" BOX SIZE &amp; 40% - 24" BOX SIZE &amp; 45% - 15 GAL, SUCH AS)</b>		
TIPU TREE (TIPIANA TIPIU)	GINGKO (GINGKO BILOBA)	CHINESE ELM (ULMUS PARVIFOLIA VAR.)
AMERICAN SWEET GUM (LIQUIDAMBAR STYRACIFLUA VAR.)	JACARANDA (JACARANDA ACUTIFLOIA)	CHINESE PISTACHE (PISTACIA CHINESIS)
<b>CANOPY SHADE TREES - BROADLEAF &amp; NEEDLE LEAF EVERGREEN (15% - 36" BOX SIZE &amp; 40% - 24" BOX SIZE &amp; 45% - 15 GAL, SUCH AS)</b>		
CAMPHOR TREE (CINNAMOMUM CAMPHORA)	SOUTHERN MAGNOLIA (MAGNOLIA GRANDIFLORA)	SW AN HILL OLIVE (OLEA EUROPAEA)
HOLL Y OAK (QUERCUS ILEX)	BRISBANE BOX (TRISTANIA CONFERTA)	CORK OAK (QUERCUS SUBER)
<b>PERIMETER EVERGREEN TREES (50% - 24" BOX, 50% - 15 GAL, SUCH AS)</b>		
BRISBANE BOX (TRISTANIA CONFERTA)	CAROB TREE (CERATONIA SILIQUA)	CALIFORNIA PEPPER (SCHINUS MOLLE)
<b>ORNAMENTAL TREES (30% - 36" BOX SIZE &amp; 70% - 24" BOX SIZE, SUCH AS)</b>		
BRADFORD PEAR (PYRUS CALLERIANA 'BRADFORD')	CHINESE FLAME TREE (KOELREUTERIA BIPINNATA)	MARINA STRAWBERRY (ARBUTUS MARINA)
CRAPPE MYRTLE TREE (LAGERSTROMIA X F. AUREA VAR.)	PURPLE LEAF PLUM (PRUNUS 'KRAUTER VESUVIUS')	PURPLE ORCHID (BAUHINIA PURPUREA)
FOREST PANSY RED BUD (CERCIS FOREST PANSY)	BRONZE LOQUA (ERIOBOTRYA DEFLEXA)	INDIAN HAWTHORN (RAPHAELIA MAJESTIC BEAUTY)

#### SHRUBS, GROUND COVERS & VINES

<b>ACCENT &amp; SCREENING SHRUBS (20% - 15 GAL SIZE, 80% - 5 GAL SIZE, SUCH AS)</b>		
PYRENEAN DATE PALM (PHOENIX ROBERTSONII)	MEDITERRANEAN FAN PALM (CHAMBEROPUS HUMILIS)	BIRD OF PARADISE (STRELITZIA REGINA)
NOEL'S GREVILLEA (GREVILLEA NOELII)	NEW ZEALAND FLAX (PHORMIUM TENAX VARIETIES)	CAPE PLUMBAGO (PLUMBAGO CAPENSIS)
FRASER'S PHOTINIA (PHOTINIA FRASERI)	SHINY XYLOSMA (XYLOSMA CONGESTUM)	VA R. MOCKORANGE (PITTOSPORUM VARIEGATA)
<b>VINES (100% - 5 GAL SIZE, SUCH AS)</b>		
TRUMPET VINE (DISTICTIS BUCCHINATORIA)	JAPANESE STAR JASMINE (TRACHYCLASMINOIDEA)	BOUGAINVILLEA VINE (BOUGAINVILLEA SPP.)
<b>LOW &amp; MEDIUM SHRUBS (50% - 5 GAL SIZE, 50% - 1 GAL SIZE @ 5" O.C. MAX.)</b>		
JAPANESE BOXWOOD (BUXUS MICROPHYLLA JAPONICA)	LITTLE OLLIE OLIVE (OLEA LITTLE OLLIE)	DWARF INDIAN HAWTHORN (RAPHIOLEPIS INDICA VAR.)
GLOSSY ABELIA (ABELIA EDWARDSII)	LITTLE JOHN BOTTLEBRUSH (CALLISTEMON LITTLE JOHN)	KIRK'S COPROSMA (COPROSMA KIRKI)
DAYLILIES (HEMEROCALLIS HYBRIDS)	AFRICAN IRIS (DIETES VEGETICA)	LILY OF THE NILE (AGAPANTHUS AFRICANUS)
KANGAROO TREE (ANIGONANTHOS SPP.)	TAZRED FLAX LILY (DIANELLA TAZMANICA 'TAZRED')	SEA LA VENDER (LIMONIUM PEREZII)
AUTUMN SAGE (SALVIA GREGGII)	GREEN CLOUD TEXAS SAGE (LEUCOPHYLLUM FRUTESCENS)	ICEBERG ROSES (ROSA 'ICEBERG')
GULF STREAM HEAVENLY BAMBOO (NANDINA DOMESTICA 'GULF STREAM')	MEXICAN SAGE (SALVIA LEUCANTHA)	MEXICAN FEATHER GRASS (NASSELLA TENUISSIMA)
ORCHID ROCKROSE (CISTIS PURPUREUS)	CALIFORNIA LILAC (CEANOTHUS GRISEUS VAR.)	LILY TURF (LIRIOPE SILVENSIS)

<b>GROUNDCOVER (1 GAL SIZE @ 5" O.C., FLATS @ 12" O.C. AND OR HYDROSEED SUCH AS)</b>		
PUTAH CREEK MYOPORIUM (MYOPORIUM PUTAH CREEK)	HALL'S HONEYSUCKLE (LONICERA J. HALLIANA)	TRAILING GAZANIA (GAZANIA HYBRIDS)
BLUE GREY ICEPLANT (SENECIO MANDRILLISCAE)	COLLINGHAM INGRAM ROSEMARY (ROSMARINUS OFFICINALIS 'COLLINGHAM INGRAM')	
<b>VEGETABLE BIODEGRADABLE PLANTS (1 GAL SIZE @ 5" O.C., FLATS @ 12" O.C. AND OR HYDROSEED SUCH AS)</b>		
SLOPE SAVER 2 FESCUE (BY AGRONTECH INC. TEMECULA)	PINK MUHLY GRASS (MUHLENBERGIA CAPILLARIS)	EVERGREEN EULALIA (MISCANTHUS TRANSMORRISONENSIS)
BLUE MOHA WICK SEDGE (JUNCUS P. ATENSIS 'BLUE MOHA WICK')	VA RIEGA TED MAIDEN GRASS (MISCANTHUS SINENSIS 'VA RIEGA TED')	
<b>TURF - WARM SEASON GRASS AT EXISTING BALLFIELD FOR ACTIVE PLAY</b>		
<b>TURF - COOL SEASON GRASS - DWARF FESCUE IN COURTYARDS</b>		

#### EXISTING TREES TO REMAIN INTACT



#### COMMENTS

PALM TREES TO PROVIDE ORDER AND TEXTURAL ACCENT

MULTI-TRUNK SPECIMEN TREES WITH SEAWALLS AS FOCAL POINTS

A COMBINATION OF DECIDUOUS & EVERGREEN TREES TO MODIFY THE MICROCLIMATES OF THE COURTYARDS AND PARKING AREAS

DECIDUOUS CANOPY TREES TO PROVIDE SEASONAL INTEREST AND SHADE

EVERGREEN CANOPY TREES TO PROVIDE YEAR ROUND SHADE

EVERGREEN TREE TO PROVIDE VISUAL SCREENING - YEAR ROUND

SMALL TO MEDIUM SIZE ORNAMENTAL TREES TO PROVIDE SEASONAL INTEREST WITH A VARIETY OF COLORS, TEXTURES AND FORMS

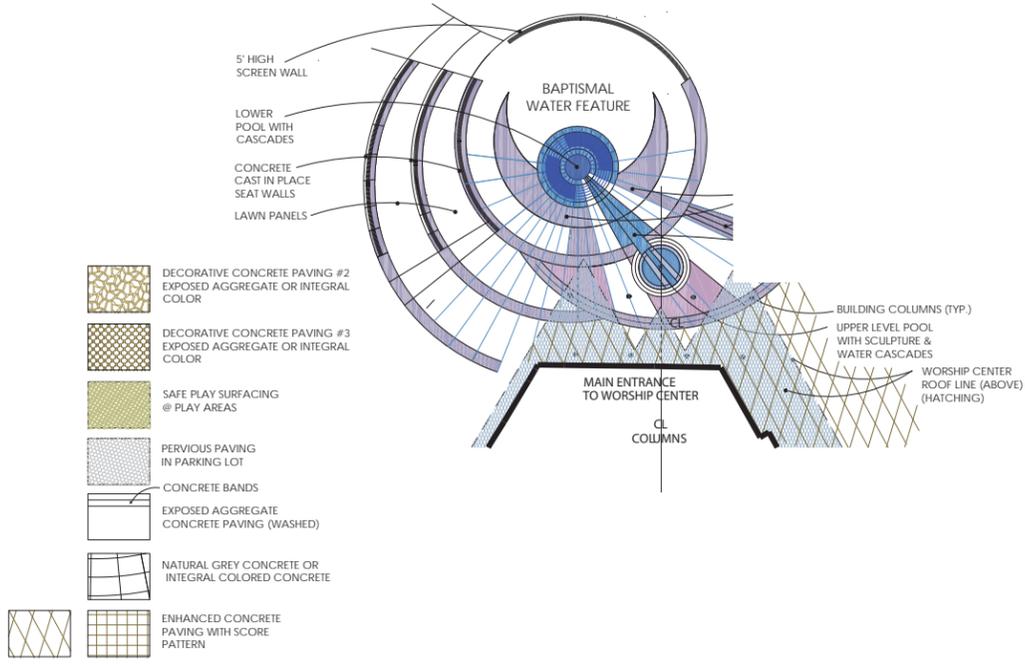
ACCENT SHRUBS & LARGE SCREENING SHRUBS TO BUFFER VIEWS

MEDIUM AND LOW GROWING SHRUBS TO PROVIDE SEASONAL INTEREST & EROSION CONTROL

GROUNDCOVERS FOR EROSION CONTROL

PLANTS SUITABLE FOR BIO-FILTRATION

### HARDSCAPE LEGEND:



#### PLANTING NOTES:

- ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY OF ESCONDIDO MUNICIPAL CODE, PLANNING ZONING CODE (CHAPTER 33), ARTICLE 62, THE WATER EFFICIENCY LANDSCAPE REGULATIONS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
- AGRICULTURAL SUITABILITY TESTING WILL BE PROVIDED TO DETERMINE THE SOIL TYPE AND SOIL AMENDMENTS REQUIRED FOR LANDSCAPING.
- TREES AND SHRUBS WILL BE LOCATED TO PRESERVE A CLEAR ZONE AS DESIGNATED BELOW:
  - TREES - MINIMUM SPACING AREA DISTANCE
  - TRAFFIC SIGNAL STOP SIGN - 20 FEET
  - UNDERGROUND UTILITY LINES - 5 FEET (10' FROM SEWER)
  - ABOVE GROUND UTILITY STRUCTURES - 10 FEET (TRANSFORMER, HYDRANTS, UTILITY POLES, ETC)
  - DRIVEWAYS - 5 - 10 FEET
  - INTERSECTIONS - 25 FEET (INTERSECTING CURB LINES OF TWO STREETS)
- ROOT BARRIERS WILL BE INSTALLED WITHIN 5 FEET OF PAVING TO CONTROL SURFACE ROOTS.

#### IRRIGATION SYSTEM:

- THE IRRIGATION SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH THE STATE-WIDE MODEL LANDSCAPE ORDINANCE THE AUTOMATIC IRRIGATION SYSTEM AND ITS COMPONENTS WILL BE DESIGNED TO OPERATE ON EXISTING POTABLE & WELL WATER SOURCES.
- A COMBINATION OF DRIP, MP-ROTORS AND ROTOR HEAD SYSTEM OF IRRIGATION WILL BE EMPLOYED TO MAXIMIZE WATER CONSERVATION CONCERNS TO MEET THE MAINTENANCE IRRIGATION STANDARDS.
- THE IRRIGATION CONTROLLER WILL HAVE A WEATHER SENSITIVE REGULATED DISTRIBUTION AND TIMING OF WATERING BASED ON ACTUAL ON-SITE WEATHER CONDITIONS.
- RAIN SHUTOFF DEVICES WILL BE EMPLOYED FOR WATER CONSERVATION.
- THE SYSTEM WILL BE DESIGNED TO RESPOND TO WATER CONSERVATION, PUBLIC HEALTH AND SAFETY CONCERNS, THE LANDSCAPE DESIGN & SPECIFIC PLANT MATERIAL REQUIREMENTS. EACH HEAD SHALL BE ADJUSTED FOR OPTIMUM PERFORMANCE & OPERATING PRESSURE FOR EACH SYSTEM.
- A SUBSURFACE ROOT WATERING SYSTEM WILL BE INSTALLED TO PROVIDE SUPPLEMENTAL IRRIGATION WATER TO THE TREE ROOTZONE.
- THE LANDSCAPE WATER REQUIREMENTS WORKSHEET HAS BEEN PREPARED AND SUBMITTED WITH THESE PLANS. THE CALCULATED (ETWU) ESTIMATED TOTAL ANNUAL WATER USE IS BELOW THE (MAINTENANCE) MAXIMUM APPLIED WATER ALLOWABLE.

#### MAINTENANCE:

- THE OWNER WILL PROVIDE CONTINUOUS LANDSCAPE MAINTENANCE THROUGHOUT THE PROJECT.

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## **MATERIAL USED IN PREPARATION OF THIS ANALYSIS**

### **Attachments**

Attachment 1: Air Quality, Greenhouse Gas, and Noise Screening Level Analysis Data, RECON 2015

### **Figures**

- Figure 1: Regional Location
- Figure 2: Project Location on an Aerial Photograph
- Figure 3: Site Plan
- Figure 4: Grading Plan
- Figure 5a/b: Landscape Plan

### **Sources of Information**

1. Parking Demand Analysis, Domus Studio Architecture, March 2015a
2. Building Elevations, Domus Studio Architecture, March 2015b
3. Site Plan, Domus Studio Architecture, March 2015c
4. Utility Plans, Burkett & Wong Engineers 2015a
5. Grading Plan, Burkett & Wong Engineers 2015b
6. Preliminary Drainage Report, Burkett & Wong Engineers 2014a
7. Preliminary Water Quality Technical Report, Burkett & Wong Engineers 2014b
8. Landscape Plan, Architectural Landscape 2014
9. Preliminary Geotechnical Investigation, Construction, Testing & Engineering, Inc. (CTE) 2014
10. Traffic Impact Analysis, Linscott, Law, and Greenspan (LLG) 2015
11. First Baptist Church Noise Analysis, Lemon Grove, California. Prepared for Jeff Lettow, First Baptist Church. RECON. September 6, 2006
12. Escondido General Plan, City of Escondido 2012
13. Escondido Zoning Code and Land Use Map, City of Escondido
14. Escondido Municipal Code, City of Escondido
15. Escondido Historical Resources Survey
16. Escondido Local Register of Historic Resources
17. California 303(d) List of Impaired Waters, Regional Water Quality Control Board (RWQCB) 2010
18. Water Quality Control Plan for the San Diego Basin, RWQCB 2012
19. GEOTRACKER, RWQCB 2014
20. Spring 2010 Advanced CEQA Workshop, Association of Environmental Professionals (AEP) 2010
21. Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group, South Coast Air Quality Management District (SCAQMD) 2009
22. Ramona Airport Land Use Compatibility Plan, San Diego County Regional Airport Authority 2011
23. Site Visits/Field Inspection 2014
24. Project Description and Preliminary Information

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## MITIGATION MONITORING PROGRAM

PROJECT NAME: Emmanuel Faith Church  
 PROJECT LOCATION: 639 E. 17th Avenue  
 PROJECT DESCRIPTION: Modification to the Conditional Use Permit  
 APPROVAL BODY/DATE: City Council  
 CONTACT: Ann Dolmage, Associate Planner  
 PHONE NUMBER: 760-839-4548

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
Potential impact to raptors protected by the California Department of Fish and Wildlife, and potential impact to nesting birds protected by the Migratory Bird Treaty Act	<b>Mitigation Measure BIO-1:</b> A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding season of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of sight, existing disturbances, and proposed disturbance activities to determine an appropriate distance of a temporal buffer.	Section IV. Biological Resources	Applicant		
	<b>Mitigation Measure BIO-2:</b> If project construction cannot avoid the period of January 1 through September 1, a qualified biologist shall survey potential nesting vegetation within the project site for nesting birds, prior to commencing any project activity. Surveys shall be conducted at the appropriate time of day, no more than three days prior to vegetation removal or disturbance. Documentation of surveys and findings shall be submitted to the City for review and concurrence prior to conducting project activities. If no nesting birds were observed and concurrence was received, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions on-site, and this area shall not be disturbed until after September 1 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work shall occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.	Section IV. Biological Resources	Applicant		
Disturbance of asbestos-	<b>Mitigation Measure HAZ-1:</b> Prior to issuance of a	Section VIII.	Applicant		

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
containing materials during demolition and renovation activities.	building permit or other applicable permit that includes demolition or renovation of one or more on-site structures, a survey shall be performed to determine the presence or absence of asbestos-containing materials in all buildings to be demolished or renovated under the applicable permit. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA approved Building Inspector Course. Should regulated asbestos containing materials be found, they shall be handled in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation. Evidence of completion of the facility survey shall consist of a signed, stamped statement from the person certified to complete the facility survey indicating that the survey has been completed and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.	Hazards and Hazardous Materials			

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
Disturbance of lead-containing materials during demolition and renovation activities.	<b>Mitigation Measure HAZ-2:</b> Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a survey shall be performed by a California Department of Health Services-certified lead inspector/risk assessor to determine the presence or absence of lead based paint located in all building to be demolished or renovated under the applicable permit. All lead-containing materials scheduled for demolition or renovation must comply with applicable regulations for demolition/renovation methods and dust suppression. Lead-containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).	Section VIII. Hazards and Hazardous Materials	Applicant		
Operational direct/cumulative traffic impact to E. 17th Avenue/ Encino Drive Intersection	<b>Mitigation Measure TRF-1:</b> Prior to the issuance of permits for either the operations of the preschool or the addition of 400 seats to the worship center, the applicant shall install a traffic signal at the E. 17th Avenue/ Encino Drive intersection.	Section XVI. Transportation/ Traffic	Applicant		
Operational cumulative traffic impact to Bear Valley Parkway/ Encino Drive intersection	<b>Mitigation Measure TRF-2:</b> Prior to the issuance of permits for the operation of the preschool, the applicant shall provide a fair-share contribution towards the signalization of the Bear Valley Parkway/ Encino Drive intersection.	Section XVI. Transportation/ Traffic	Applicant		
Operational direct/cumulative traffic impact to 17th Avenue (Juniper Street to Encino Drive)	<b>Mitigation Measure TRF-3:</b> Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping enhancements to 17th Avenue (Juniper Street to Encino Drive): <ul style="list-style-type: none"> <li>• Provide a white edge-line (“fog line”) in both directions,</li> <li>• Restripe the EB edge-line west of the off-site parking lot to better define the transition due to the two-way left-turn lane beginning east of High Crest Place,</li> <li>• Extend the existing EB right-turn pocket into</li> </ul>	Section XVI. Transportation/ Traffic	Applicant		

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
	<p>the west parking lot, and</p> <ul style="list-style-type: none"> <li>• Stripe a dedicated EB right-turn lane to Encino Drive.</li> </ul>				
<p>Operational direct/cumulative traffic impact to E. 17th Avenue (Encino Drive to San Pasqual Valley Road)</p>	<p><b>Mitigation Measure TRF-4:</b> Prior to the issuance of permits for the operation of the preschool, the applicant shall provide for the following striping and enhancements to E. 17th Avenue (Encino Drive to San Pasqual Valley Road):</p> <ul style="list-style-type: none"> <li>• Restripe the segment to provide an EB right-turn pocket for turns into the Project driveway east of Encino Drive and</li> <li>• Extend the two-way left-turn lane eastward to the City/County boundary to allow for WB left-turns into the site's easternmost driveway.</li> </ul>	<p>Section XVI. Transportation/Traffic</p>	<p>Applicant</p>		