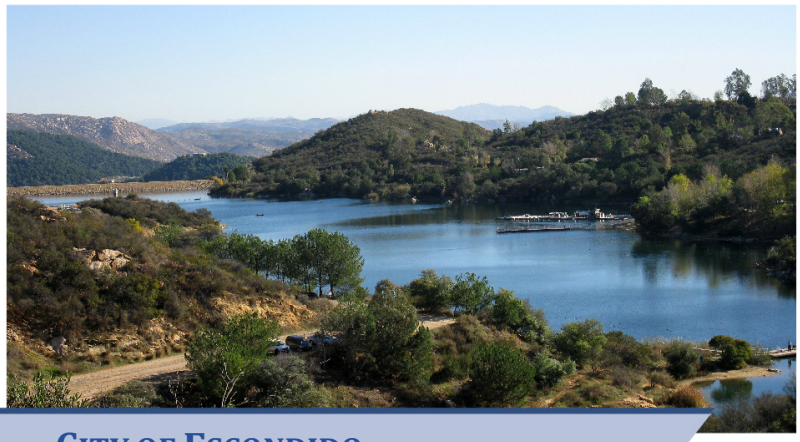
July 2020

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



CITY OF ESCONDIDO

Climate Action Plan Initial Study

PREPARED FOR:

City of Escondido,
City Hall, First Floor
201 North Broadway,
Escondido, CA 92025

PROPOSED MITIGATED NEGATIVE DECLARATION

PROJECT: CLIMATE ACTION PLAN INITIAL STUDY

LEAD AGENCY: CITY OF ESCONDIDO

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The City of Escondido is the CEQA lead agency because they are responsible for adopting and implementing the proposed Climate Action Plan (CAP).

PROJECT DESCRIPTION SUMMARY

The proposed project consists of a comprehensive update to the 2013 CAP. Since adoption in 2013, there have been advancements in climate science, revised formulas for calculating GHG emissions, new regulations adopted, and new methods for reducing emissions. The CAP update serves as a roadmap for the City to reduce GHG emissions and builds on the 2013 CAP by updating the GHG emissions inventory with a new baseline year and forecasting emissions, consistent with state legislation and executive orders that are aimed at reducing Statewide GHG emissions.

California's GHG reduction targets have been legislatively adopted for 2030 and 2035, and the 2050 goal is expressed in an executive order. While it is important to create a long-term emissions reduction goal, it would be speculative to demonstrate achievement of a goal for 2050 with the information known today. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 15-year time frame for which defensible reduction assumptions can be made. Meeting the long-term 2050 goal would require significant improvements in the availability and/or cost of near-zero and zero-emissions technology, as well as potential increased reductions from ongoing state and Federal legislative actions that are currently unknown. New methods may become available to quantify measures that are currently unquantifiable, and new state and federal regulations may further reduce emissions in sectors currently addressed primarily by local City measures. In addition, CARB 's Scoping Plan Update focuses on meeting the 2030 reduction target, as directed in SB 32. Therefore, the CAP aligns with the state in proposing measures to meet the 2030 target and has set a 2035 target based upon the trajectory for meeting the state's 2050 reductions. As climate change science and policy continues to advance, the City will be able to apply new reductions toward meeting a long-term 2050 GHG emissions reduction goal in future CAP updates. To develop the GHG reduction strategies, the City analyzed its baseline 2012 GHG emissions and determined future scenarios for emissions to estimate how emissions can be reduced through climate action strategies. Based on this analysis, the proposed CAP aims to achieve the following GHG reduction targets:

- 4 percent below 2012 levels (907,000 $MTCO_2e$) by 2020,
- 42 percent below 2012 levels (547,000 $MTCO_2e$) by 2030, and
- 52 percent below 2012 levels (456,000 $MTCO_2e$) by 2035.

The CAP update also provides a range of adaptation strategies and measures as an additional component to climate action planning. The City recognizes the importance of building resilience in the community to future climate change—related impacts through climate adaptation. Through "adaptation planning" the City is undertaking a process of identifying climate risks and opportunities, assessing the options to manage these risks and opportunities, and implementing actions to sustain and even improve the community's quality of life. The proposed adaptation measures are discussed in more detail in Section 2.4.6, "Climate Change Vulnerability and Adaptation," and included in Table 2-6, "Climate Adaptation Measures," of this Initial Study.

The City has also developed a Climate Action Plan Consistency Review Checklist (CAP Consistency Checklist), in conjunction with the CAP, to provide a streamlined review process for proposed new development projects that are

subject to discretionary review and trigger environmental review pursuant to CEQA. As discussed in Chapter 4, "Implementation and Monitoring," of the CAP update, new developments that are consistent with growth projections and applicable GHG reduction measures of the CAP are eligible for streamlining under State CEQA Guidelines Section 15183.5. The proposed CAP Consistency Checklist is discussed in more detail in Chapter 4 of the CAP update.

FINDINGS

An Initial Study has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the Initial Study, it has been determined that the project would not have any significant effects on the environment once mitigation measures are implemented. The conclusion is supported by the following findings:

1. The project would have no impact related to public services and recreation.
2. The project would have a less-than-significant impact on aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, transportation, utilities and service systems, and wildfire.
3. Mitigation is required to reduce potentially significant impacts related to cultural resources and tribal cultural resources to less-than-significant levels.

CULTURAL RESOURCES

Mitigation Measure CR-1: Tribal Cultural Resource Treatment and Monitoring Agreement

The City of Escondido Planning Division ("City") recommends that the Applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities.

Mitigation Measure CR-2: Retain a Qualified Archaeologist and Native American Monitor

Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement a monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

Mitigation Measure CR-3: Attend Pre-Grading Meeting

The qualified archaeologist and a Native American monitor shall attend a pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

Mitigation Measure CR-4: Temporarily Halt Ground Disturbance Operation

In the event that previously unidentified archaeological and/or tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

Mitigation Measure CR-5: Notify the City of Archaeological and/or Tribal Cultural Resource Discovery

If a potentially significant archaeological and/or tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

Mitigation Measure CR-6: Avoidance and/or Preservation of Discovery

The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

Mitigation Measure CR-7: Collection and Treatment of Resources

If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

Mitigation Measure CR-8: Monitoring and/or Evaluation Report

Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources

Significance after Mitigation

Implementation of Mitigation Measures CR-1 through CR-8, listed above, would reduce impacts associated with archaeological resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented archaeological and tribal cultural resources. Therefore, with implementation of Mitigation Measure CR-1 through CR-8, this impact would be **less-than-significant with mitigation incorporated**.

Mitigation Measure CR-9: Inadvertent Discovery of Human Remains

As specified by California Health and Safety Code Section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code Section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Native American monitor.

Significance after Mitigation

Implementation of Mitigation Measure CULT-9 would reduce impacts associated with archaeological resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of human remains. Therefore, with implementation of Mitigation Measure CULT-9, this impact would be **less-than-significant with mitigation incorporated**.

TRIBAL CULTURAL RESOURCES

Mitigation Measure TCR-1

Implement Mitigation Measures CR-1 through CR-8.

Significance after Mitigation

Implementation of Mitigation Measure TCR-1 would reduce impacts associated with tribal cultural resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented tribal cultural resources. Therefore, implementation of GHG reduction measures would result in a **less than significant impact with mitigation incorporated**.

Pursuant to Section 21082.1 of the California Environmental Quality Act, The City of Escondido has independently reviewed and analyzed the Initial Study and Mitigated Negative Declaration for the project and finds that the Initial Study and Mitigated Negative Declaration reflects the independent judgment of the City of Escondido. City of Escondido further finds that the project mitigation measures shall be implemented as stated in the Mitigated Negative Declaration.

I hereby approve this project:

_____

Mike Strong, Director of Community Development
City of Escondido
(to be signed upon approval of the project after the public review period is complete)

Initial Study/Proposed Mitigated Negative Declaration

for the

City of Escondido
Climate Action Plan Project

Prepared for:

City of Escondido
City Hall, First Floor
201 North Broadway
Escondido, CA 92025

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510/603-0298

July 2020

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LIST OF ABBREVIATIONS

2017 Scoping Plan	*2017 Climate Change Scoping Plan*
AB	Assembly Bill
BAU	business as usual
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
California Energy Code	Title 24, Part 6, Building Energy Efficiency Standards
CalRecycle	California Department of Resources Recycling and Recovery
CAP	climate action plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Escondido
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CPUC	California Public Utilities Commission
dB	decibels
diesel PM	diesel particulate matter
DOC	California Department of Conservation
draft IS/MND	draft Initial Study/Proposed Mitigated Negative Declaration
EFD	City of Escondido Fire Department
EMC	City of Escondido Municipal Code
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EPD	Escondido Police Department
EUHSD	Escondido Union High School District
EUSD	Escondido Union School District
EWWD	City of Escondido Water and Wastewater Division
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transportation Authority
GHG	greenhouse gas
GWP	Global Warming Potential
HAP	hazardous air pollutant
HU	hydrologic unit
I-15	Interstate 15
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration

lbs./day	pounds per day
LED	light emitting diodes
L_{eq}	equivalent noise level
L_{max}	maximum noise level
MFRO	City of Escondido Membrane Filtration/Reverse Osmosis
MHCP	Multiple Habitat Conservation Program
MRZ	mineral resource zone
$MTCO_2e$	metric ton of carbon dioxide equivalent
MTS	Metropolitan Transit System
MWD	Rincon Del Diablo Municipal Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Commission
NCTD	North County Transit District
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
North County	northern San Diego County
NO_X	oxides of nitrogen
OIMP	odor impact minimization plan
OPR	Governor's Office of Planning and Research
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRC	Public Resource Code
proposed CAP	proposed Climate Action Plan update
RMS	root-mean-square
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas & Electric
SIP	state implementation plan
SLT	screening level threshold
SO_2	sulfur dioxide
SO_X	oxides of sulfur
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
VWD	Vallecitos Water District

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

The City of Escondido, as the lead agency, prepared this draft Initial Study/Proposed Mitigated Negative Declaration (draft IS/MND) to evaluate potential environmental effects resulting from implementation of the proposed Climate Action Plan Update (CAP update). Section 2 "Project Description" presents the detailed project information.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

As described in Chapter 3, "Environmental Checklist," the proposed CAP would not result in any significant environmental impacts that cannot be clearly reduced to less than significant. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This draft IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

The CAP update meets the requirements for a qualified plan under State CEQA Guidelines Section 15183.5 for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This draft IS/MND is intended to be used for future project-specific GHG emissions analyses by providing the appropriate level of environmental review to allow for future projects to tier from and streamline their analysis of GHG emissions pursuant to CEQA Guidelines Section 15183.5(b)(2), unless otherwise determined to be cumulatively considerable. CEQA provides a variety of devices available to streamline the environmental review process and avoid redundancy. This draft IS/MND was also prepared to function as a first-tier CEQA document that would "adequately address" the direct and indirect physical environmental effects of GHG reduction measures including implementation ordinances so that City can focus the analysis in its second-tier documents and implementation actions solely on the issues specific to the later project. Pursuant to Public Resources Code section 21083.3, agencies can adopt General Plan or zoning policies, and apply those policies to specific projects that are consistent with the General Plan or zoning ordinance. Under such circumstances, if the impact at issue is not peculiar to the parcel or project, then the particular issues addressed by those policies are statutorily exempt from further CEQA review. Based on the "general nature" of the proposed actions and supporting measures, the CAP update is analyzed herein as to determine whether the activity could cause a direct or reasonably foreseeable indirect change in the environment.

1.2 PUBLIC REVIEW PROCESS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The City of Escondido is the CEQA lead agency because they are responsible for adopting and implementing the proposed CAP. This draft IS/MND will be circulated for a 30-day public review period, from July 1, 2020 to July 31, 2020. Comments on this draft IS/MND must be received by 5:00 p.m. on July 31, 2020. Comments can be emailed to mstrong@escondido.org or sent to the following address:

Mike Strong, Assistant Director of Planning
City of Escondido
Planning Division
City Hall, First Floor
201 North Broadway
Escondido, CA 92025

Comments received on the draft IS/MND will be considered and responded to before consideration of adoption of the draft IS/MND. The draft IS/MND, along with comments received by the date provided above, will be considered by the City in conjunction with consideration of adoption of the proposed CAP.

1.3 SUMMARY OF FINDINGS

Chapter 3, "Environmental Checklist," contains the analysis and discussion of potential environmental impacts of the proposed CAP. The Environmental Checklist for this draft IS/MND includes the checklist questions from Appendix G of the State CEQA Guidelines. The analysis of Chapter 3 demonstrates that the proposed CAP would have either no impact or a less-than-significant impact for the following environmental topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Chapter 3 finds that there are potentially significant impacts to Cultural Resources and Tribal Cultural Resources. With included mitigation measures, these impacts would be clearly reduced to a less-than-significant level.

1.4 DOCUMENT ORGANIZATION

This draft IS/MND is organized as follows:

Chapter 1: Introduction. This chapter introduces the environmental review process. It describes the purpose and organization of the draft IS/MND and presents a summary of findings.

Chapter 2: Project Description. This chapter describes the purpose of and need for the proposed CAP, identifies objectives, and provides a detailed description of the proposed CAP.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the Environmental Checklist and determines if implementation of the proposed CAP would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any potentially significant impacts could not be reduced to less than significant, an EIR would be required. For the proposed CAP, however, all potentially significant impacts would be clearly reduced to a less-than-significant level with the implementation of mitigation measures.

Chapter 4: References. This chapter lists the references used in preparation of this draft IS/MND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This chapter presents a detailed description of the proposed Climate Action Plan Update ("CAP update") that would establish a comprehensive framework to reduce greenhouse gas ("GHG") emissions in the City of Escondido ("City"). The proposed CAP would not include any development proposals and would not directly result in physical environmental effects because of the construction or operation of facilities. The City is the lead agency for the proposed CAP under the California Environmental Quality Act ("CEQA").

2.2 PROJECT LOCATION

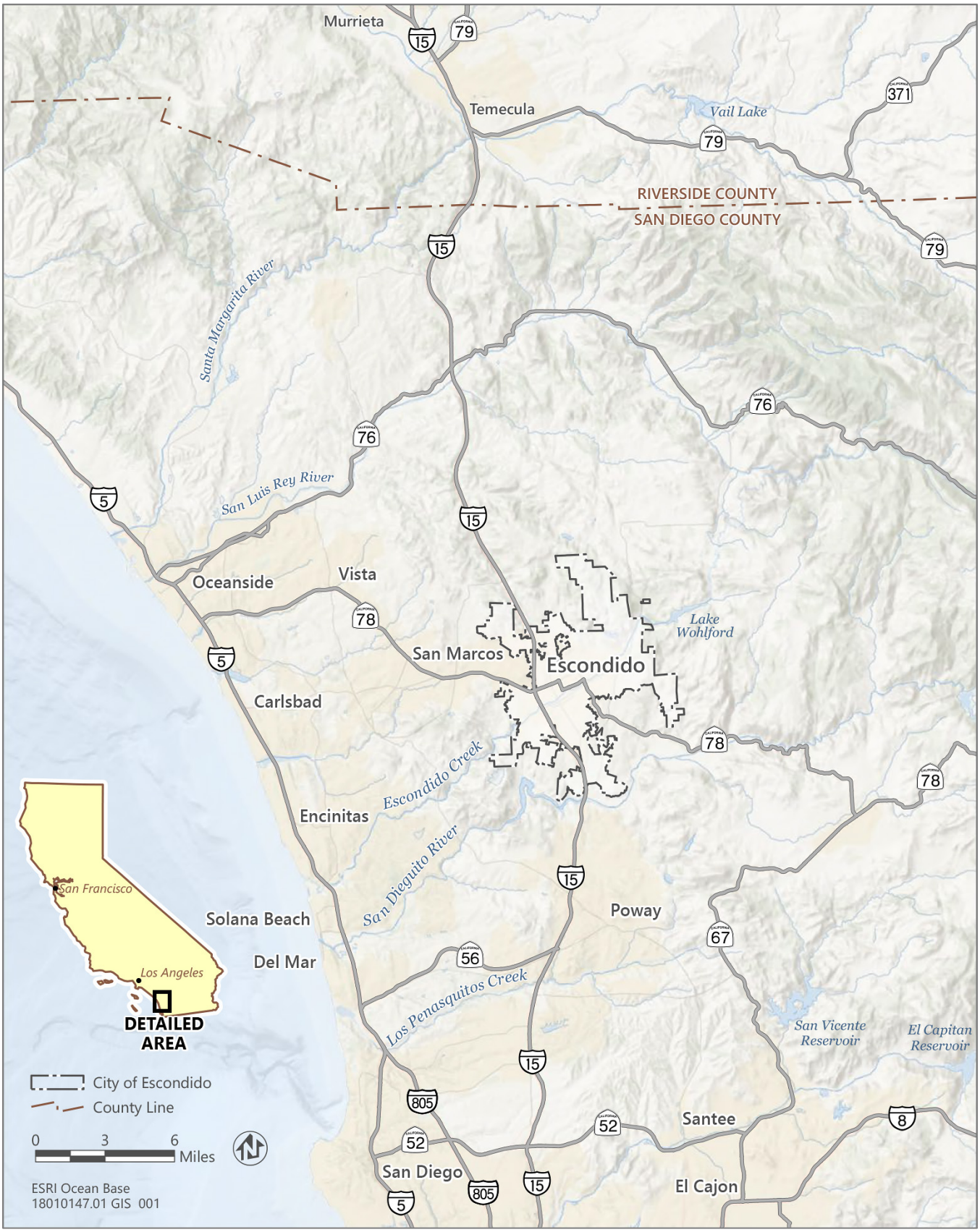
As shown in Figure 2-1, the City of Escondido is located in northern San Diego County ("North County"), approximately 30 miles north of Downtown San Diego and 18 miles east of the Pacific Ocean. The city includes approximately 37.5 square miles within the incorporated boundary, and approximately 68 square miles within the city's Sphere of Influence. Escondido is bounded on the north by the unincorporated communities of Valley Center and Hidden Meadows, on the west by the City of San Marcos, on the south by Lake Hodges and the City of San Diego, and on the east by unincorporated San Diego County. Interstate 15 bisects Escondido in a north-south direction and State Route 78 transitions from freeway to surface streets in an east-west direction through the community. The planning area for the CAP includes the portion within the incorporated area only, as shown in Figure 2-2.

2.3 BACKGROUND

Reducing GHG emissions in California has been the focus of the state government for approximately two decades (State of California 2019). GHG emission targets established by state law include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for reducing statewide GHG emissions to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and to achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the United States to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015:3).

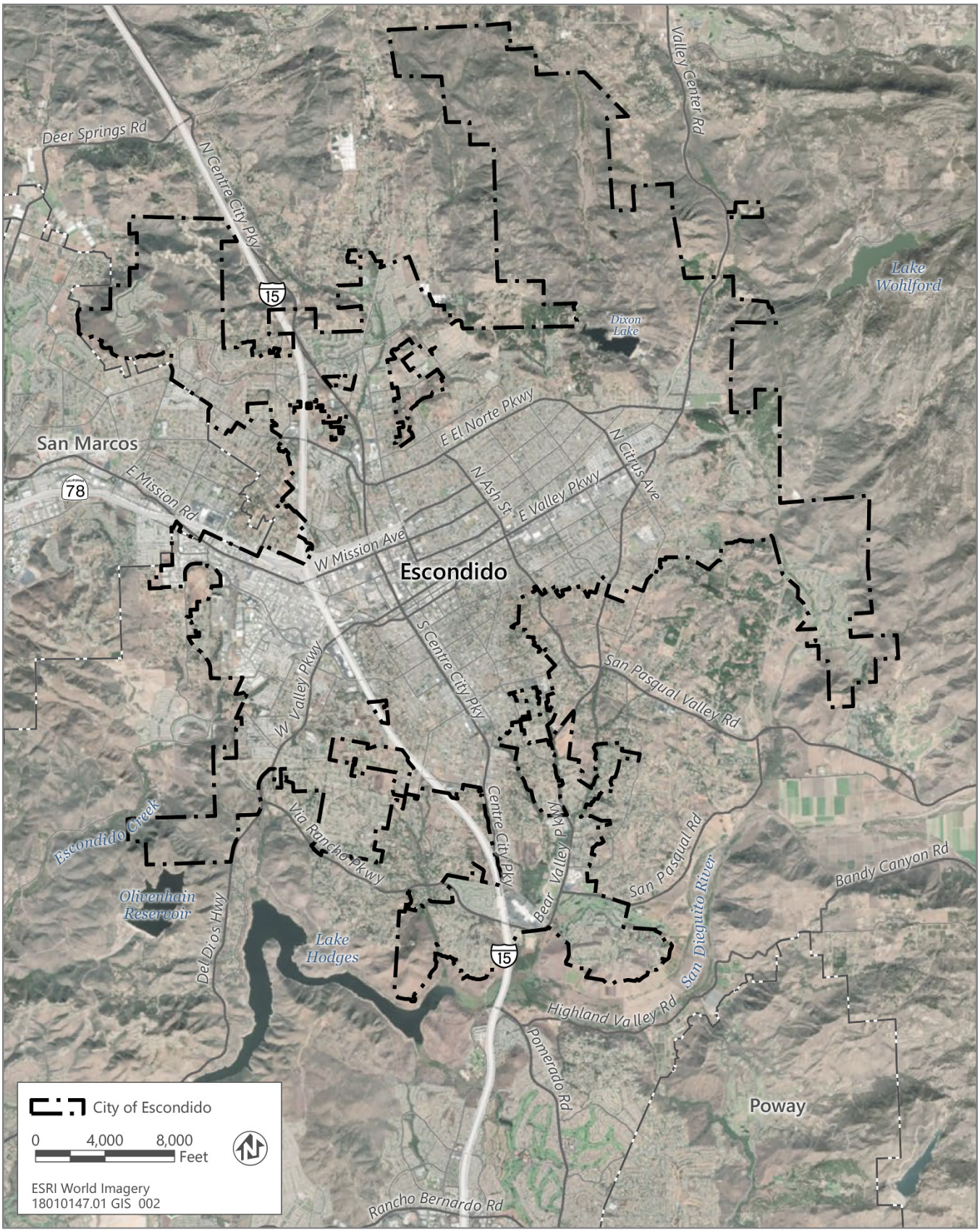
The City of Escondido prepared and adopted a Climate Action Plan ("CAP") on December 04, 2013. The 2013 CAP established goals and policies that incorporated environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development, and open space and natural habitats. The City completed an inventory of 2005 emissions through participation in the San Diego Foundation's Regional Climate Protection Initiative. The 2013 CAP's GHG emissions targets were based upon a community-wide estimate of 927,266 metric tons of carbon dioxide equivalent ("$MTCO_2e$") and 20,861 $MTCO_2e$ from municipal operations. The 2013 CAP set a goal to reduce emissions to 788,176 $MTCO_2e$, which reflected the AB 32 Scoping Plan guidance at the time of aiming to reduce emissions levels to 1990 levels by 2020; a 15 percent decrease from 2005 levels. The 2013 CAP coincided with the City's 2035 General Plan Update.

Although the 2013 CAP helped the City achieve community-wide GHG reduction targets, it was completed before enactment of the SB 32 requirement to reduce statewide GHG emissions to 40 percent below the 1990 levels by 2030, before adoption of the 2017 Climate Change Scoping Plan (CARB 2017), the state's strategy for achieving the 2030 target, and before issuance of Executive Order B-55-18 and its goal for Statewide carbon neutrality by 2045.



Source: adapted by Ascent Environmental in 2020

Figure 2-1 Regional Location



Source: data downloaded from San Diego County in 2016

Figure 2-2 Project Location

Other changes in laws and regulations addressing climate change and scientific understanding also have occurred since adoption of the 2013 CAP. To address the state's 2030 target and other changes, the City initiated the process to prepare the proposed CAP with support from the San Diego Association of Governments (SANDAG) Energy Roadmap Program. The proposed CAP serves as a roadmap for the City to reduce GHG emissions and builds upon the 2013 CAP and other strategic planning documents designed to prepare for the impacts of climate change, such as the City of Escondido General Plan. The CAP update establishes several sector-based strategies that can be adopted and implemented locally by the City or others. The CAP is a policy document that does not include any development or other physical changes to the environment, nor does it grant any entitlements. The proposed climate reduction actions and supporting measures would generally encourage energy efficiency and conservation; facilitate a reduction in VMT; increase solid waste diversion and promote carbon sequestration.

2.4 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of a comprehensive update to the 2013 CAP. Since adoption in 2013, there have been advancements in climate science, revised formulas for calculating GHG emissions, new regulations adopted, and new methods for reducing emissions. The CAP update serves as a roadmap for the City to reduce GHG emissions and builds on the 2013 CAP by updating the GHG emissions inventory with a new baseline year and forecasting emissions, consistent with state legislation and executive orders that are aimed at reducing Statewide GHG emissions. This includes:

- AB 32, which established a target of reducing Statewide GHG levels to 1990 levels by 2020;
- SB 32, which established a mid-term target of reducing Statewide GHG levels to 40 percent below 1990 levels by 2030; and
- Executive Order S-3-05, which recommends a longer-term statewide GHG reduction goal of reducing emissions to 80 percent below 1990 levels by 2050.

California's GHG reduction targets have been legislatively adopted for 2030 and 2035, and the 2050 goal is expressed in an executive order. While it is important to create a long-term emissions reduction goal, it would be speculative to demonstrate achievement of a goal for 2050 with the information known today. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 15-year time frame for which defensible reduction assumptions can be made. Meeting the long-term 2050 goal would require significant improvements in the availability and/or cost of near-zero and zero-emissions technology, as well as potential increased reductions from ongoing state and Federal legislative actions that are currently unknown. New methods may become available to quantify measures that are currently unquantifiable, and new state and federal regulations may further reduce emissions in sectors currently addressed primarily by local City measures. The City chooses not to use the executive order 2050 emissions reduction target as a threshold of significance because it is not an adopted GHG reduction plan within the meaning of CEQA Guidelines Section 15064.4(b)(2) and because the City's role in achieving this target is uncertain and likely small. In addition, CARB 's Scoping Plan Update focuses on meeting the 2030 reduction target, as directed in SB 32. Therefore, the CAP aligns with the state in proposing measures to meet the 2030 target and has set a 2035 target based upon the trajectory for meeting the state's 2050 reductions. As climate change science and policy continues to advance, the City will be able to apply new reductions toward meeting a long-term 2050 GHG emissions reduction goal in future CAP updates.

To develop the GHG reduction strategies, the City analyzed its baseline 2012 GHG emissions and determined future scenarios for emissions to estimate how emissions can be reduced through climate action strategies. Based on this analysis, the proposed CAP aims to achieve the following GHG reduction targets:

- 4 percent below 2012 levels (907,000 $MTCO_2e$) by 2020,
- 42 percent below 2012 levels (547,000 $MTCO_2e$) by 2030, and
- 52 percent below 2012 levels (456,000 $MTCO_2e$) by 2035.

The City is anticipated to exceed the 2020 target by achieving a 12 percent reduction below 2012 levels under "business-as-usual" (BAU) conditions. The City's 2030 target was established based on state requirements and

requires emissions to be reduced to 547,000 $MTCO_2e$ by 2030. The City has set its 2035 target based upon the trajectory necessary to meet the statewide 2050 goal and requires citywide emissions to be reduced to 456,000 $MTCO_2e$ in 2035. (For longer-term emissions through 2050, for which no statute or regulation provides regional or sector targets, this IS/MND analyzes projected emissions against the baseline of current emissions. This is one of the approaches specified in CEQA Guidelines Section 15064.4(b), which calls on lead agencies to consider the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.) state. To achieve the 2030 and 2035 GHG reduction targets, the proposed CAP accounts for actions taken by state and federal agencies that will reduce emissions in the city (also known as "legislative reductions") and identifies several sector-based strategies and GHG reduction measures that can be adopted and implemented locally by the City or others. These enforceable GHG measures would achieve GHG reductions related to all existing regulatory standards for regional and sector targets. The proposed CAP also includes implementation and monitoring procedures to ensure progress is being made towards achieving the objectives and specific GHG reduction measures.

The CAP update also provides a range of adaptation strategies and measures as an additional component to climate action planning. The City recognizes the importance of building resilience in the community to future climate change—related impacts through climate adaptation. Through "adaptation planning" the City is undertaking a process of identifying climate risks and opportunities, assessing the options to manage these risks and opportunities, and implementing actions to sustain and even improve the community's quality of life. The proposed adaptation measures are discussed in more detail in Section 2.4.6, "Climate Change Vulnerability and Adaptation," and included in Table 2-6, "Climate Adaptation Measures," of this Initial Study.

The City has also developed a Climate Action Plan Consistency Review Checklist (CAP Consistency Checklist), in conjunction with the CAP, to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA. As discussed in Chapter 4, "Implementation and Monitoring," of the CAP update, new developments that are consistent with growth projections and applicable GHG reduction measures of the CAP are eligible for streamlining under State CEQA Guidelines Section 15183.5. The proposed CAP Consistency Checklist is discussed in more detail in Chapter 4 of the CAP update.

2.4.1 Proposed CAP Contents

The CAP contains six chapters which are briefly summarized below:

- Executive Summary: Summarizes the key information contained in the CAP.
- Chapter 1 - Introduction: This chapter introduces the document, describes the purpose and context of the plan, and identifies the regulatory framework related to global GHG emissions.
- Chapter 2 - Greenhouse Gas Emissions Inventory, Forecasts, and Reduction Targets: This chapter provides detailed accounting of GHG emissions from community-wide activities within the City. It establishes a baseline inventory with 2012 GHG emissions from all sectors. Projections of GHG emissions and reduction targets are described and the resultant emissions gap between projected emissions and reduction targets is calculated.
- Chapter 3 - Greenhouse Gas Reduction Strategies and Measures: This chapter outlines GHG reduction strategies and GHG reduction measures to be implemented by the City to achieve its GHG reduction targets. The strategies and measures focus on locally-based actions to reduce GHG emissions in various categories as a complement to legislative actions taken by the state or federal government.
- Chapter 4 - Implementation and Monitoring: This chapter outlines how the City will implement and monitor the strategies and measures identified in the proposed CAP.
- Chapter 5 -Climate Adaptation: This chapter includes measures to improve the city's resilience to potential environmental risks and hazards that will be exacerbated by climate change.

The key components included in the CAP chapters listed above are described in more detail below.

2.4.2 GHG Emissions Inventory

A community GHG emissions inventory is an estimate of a defined set of gases emitted to the atmosphere from local or regional sources that contribute to climate change. The proposed CAP is based on the inventory of these GHG emissions, which identifies and quantifies the sources and amounts of GHG emissions that are generated from activities within the City in one calendar year (i.e., annual emissions). Conducting an inventory of emissions provides a baseline of GHG emissions to be established, from which future changes in emissions can be forecasted, along with calculation of GHG reduction targets, and from which GHG reduction measures can then be quantified.

The inventory was prepared for the year 2012 and serves as the baseline year from which the City determined its GHG reduction targets. The 2012 baseline year was chosen as it was the most recent calendar year for which complete source and activity data was available. The inventory is organized into GHG Emissions Sectors, which represent a distinct subset of a market, society, industry, or economy whose components share similar characteristics. The seven major GHG emissions sectors are shown in order of contribution, which include the following (refer to proposed CAP Appendix A for a more detailed discussion of the 2012 emissions inventory methods, data sources, and assumptions).

1. On-Road Transportation: On-road transportation emissions associated with gasoline and diesel consumption from motor vehicles on local and regional roadways.
2. Electricity: Building energy use emissions associated with electricity use in residential and non-residential buildings.
3. Natural Gas: Building energy use emissions associated with combustion of natural gas in residential and non-residential buildings.
4. Off-Road Transportation: Off-road transportation emissions associated with gasoline and diesel fuel use from recreational vehicles, construction equipment, and residential and commercial equipment.
5. Solid Waste: Waste emissions associated with waste generated by residents and businesses of the city and disposal of mixed and organic waste in landfills.
6. Water: Emissions associated with the water supplied, conveyed, treated, and distributed to residents and businesses within the city.
7. Wastewater: Wastewater treatment fugitive and process emissions consisting of GHGs from combustion of anaerobic digestor gas and operational fossil fuels.

Carbon dioxide (CO_2) is the largest contributor to global warming and the most recognized GHG; however, there are five other primary GHGs that must be addressed to meet state-mandated reduction targets, including: methane (CH_4); nitrogen dioxide (N_2O); and, three types of fluorinated gases (F-gases), which are hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and hexafluoride (SF_6). To simplify discussion of these emissions collectively, climate action plans use a measurement known as carbon dioxide equivalent (CO_2e). The CO_2e measurement translates each GHG to CO_2 by weighting it by its relative Global Warming Potential (GWP). For example, according to the Intergovernmental Panel on Climate Change (IPCC), CH_4 and N_2O are 25 and 298 times more potent, respectively, than CO_2 in their ability to trap heat in the atmosphere (IPCC 2007). Converting these gases into CO_2e allows consideration of all the gases in comparable terms and makes it easier to communicate how various sources and types of GHG emissions contribute to global warming. A $MTCO_2e$ is the standard measurement of the amount of GHG emissions produced and released into the atmosphere.

Table 2-1 summarizes the GHG emissions inventory results by sector.

As illustrated in Table 2-1, in 2012, community activities accounted for approximately 943,000 $MTCO_2e$. Fifty-three percent of the emissions were due to on-road transportation. Twenty-seven percent of these emissions were because of energy used in buildings for heating, cooling, and powering devices, equipment, and other energy loads. Emissions from natural gas consumption related to buildings accounted for 12 percent of the City's emissions in 2012.

Table 2-1 2012 City of Escondido Greenhouse Gas Emissions Inventory

Sectors	2012[1] ($MTCO_2e$/year)	Percent
On-Road Transportation[2]	498,000	53
Electricity	256,000	27
Natural Gas	118,000	12
Off-Road Transportation	30,000	3
Solid Waste	24,000	3
Water	11,000	1
Wastewater	6,000	<1
Total	**943,000**	**100**

1. Uses GWP Factors from IPCC's Fourth Assessment Report.

2. Based on SANDAG Series 13 vehicle miles traveled (VMT) estimates. 2012 is the Base Year.

Notes: Columns may not add to totals due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent; GWP = Global Warming Potential; IPCC = Intergovernmental Panel on Climate Change

Source: Data provided by EPIC in 2018.

2.4.3 GHG Emissions Forecasts

GHG emissions projections provide an estimate future emissions levels in the absence of climate action measures. The proposed CAP uses two projections, referred to as the BAU and Legislatively-Adjusted BAU. Emissions projections were prepared for the BAU scenarios based on the 2012 baseline. Since 2012, the City has experienced an overall reduction in citywide annual GHG emissions. This observed decrease in BAU emissions is likely due to a combination of state actions and local choices that result in fewer emissions, including use of improved regionwide renewable energy portfolios, decreased residential and commercial water usage, improved vehicle standards and turnover of vehicle fleets, and implementation of the 2013 CAP. Based on these projections, the City's GHG emissions would slowly increase under BAU conditions until 2035, as a result of growth in population and employment.

The City prepared both BAU and legislative-adjusted BAU scenarios for 2020, 2030, and 2035. As discussed above, California's 2030 and 2035 GHG reduction targets have been legislatively adopted, and the 2050 goal is expressed in an executive order. While it is important to create a long-term emissions reduction goal, it would be speculative to demonstrate achievement of a goal for 2050 with the information known today. CARB 's Scoping Plan Update focuses on meeting the 2030 reduction target, as directed in SB 32. Consistent with CARB's Scoping Plan Update, the CAP update aligns with the state in proposing measures to meet the 2030 target and has set a 2035 target based upon the trajectory for meeting the state's 2050 reductions. The BAU emissions scenario is based on projected population, housing, and employment growth anticipated in the City as provided by SANDAG, assuming no actions would be taken to reduce emissions by federal, state or local agencies pursuant to AB 32 or other legislation. The BAU scenario represents theoretical "worst-case" future conditions while the "BAU with legislative adjustments" forecast accounts for future emissions reductions pursuant to AB 32 and other legislation in California from a variety of regulations and programs, including the Renewable Portfolio Standard (RPS), improving vehicle fuel economy standards because of Advanced Clean Cars Program, and other state and federal policies that reduce the level of GHG emissions associated with communitywide activities in the City. A detailed description and analysis of how specific legislative reductions are included in the City's BAU GHG emissions inventory and forecast can be found in Appendix A of the proposed CAP.

As shown in Table 2-2, under the legislatively-adjusted BAU forecast scenario, community-wide GHG emissions are forecasted to decrease by approximately 16 percent by 2020, 36 percent by 2030, and 39 percent by 2035 compared to 2012 emissions.

Table 2-2 City of Escondido Projections ($MTCO_2e$/year)

Emissions Category	2012	2020 BAU	2020 Legislatively-Adjusted BAU	2030 BAU	2030 Legislatively-Adjusted BAU	2035[a] BAU	2035[a] Legislatively-Adjusted BAU
On-Road Transportation	498,000	445,000	430,000	425,000	337,000	427,000	323,000
Electricity	256,000	187,000	163,000	196,000	61,000	199,000	42,000
Natural Gas	118,000	126,000	123,000	131,000	129,000	133,000	131,000
Off-Road Transportation	24,000	26,000	26,000	32,000	32,000	33,000	33,000
Solid Waste	30,000	30,000	30,000	31,000	31,000	31,000	31,000
Water	11,000	11,000	11,000	12,000	11,000	12,000	12,000
Wastewater	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Total	**943,000**	**831,000**	**789,000**	**833,000**	**608,000**	**841,000**	**578,000**
Percent change from 2012 (%)	—	*-12%*	*-16%*	*-12%*	*-36%*	*-11%*	*-39%*

[a] The City has set a 2035 target based upon the trajectory for meeting the state's 2050 reductions.

Notes: Columns may not add to totals due to rounding.

BAU = Business as usual; GHG = greenhouse gas emissions; $MTCO_2e$ = metric tons of carbon dioxide equivalent

Source: EPIC 2018, EPIC 2020

2.4.4 GHG Emissions Reduction Targets

The GHG reduction measures outlined in the CAP update were developed in part by evaluating the effectiveness of the 2013 CAP. Reduction measures were significantly revamped, while obsolete reduction measures were removed and replaced with new actions and supporting measures, necessary to reduce GHG emissions consistent with AB 32, SB 32, and Executive Orders B-30-15 and S-3-05. The state aims to reduce annual statewide GHG emissions to:

- 1990 levels by 2020,
- 40 percent below 1990 levels by 2030, and
- 80 percent below 1990 levels by 2050.

To determine an equivalent reduction target at the local level, California's 2017 Climate Change Scoping recommends community-wide GHG reduction goals for local climate action plans that are aligned with and contribute to helping the state achieve its 2030 and 2050 goals (CARB 2017). The state's goals are expressed as reducing emissions to 6 MTCO2e per capita and 2 MTCO2e per capita by 2030 and 2050, respectively. The City plans to achieve the following 2020, 2030, and 2035 targets to reduce annual municipal and community-wide GHG emissions in the City consistent with CARB's recommended goals: As noted above, the City has set a 2035 target based upon the trajectory for meeting the state's 2050 reductions.

- 4 percent below 2012 levels (907,000 $MTCO_2e$) by 2020;
- 42 percent below 2012 levels (547,000 $MTCO_2e$) by 2030; and
- 52 percent below 2012 levels (456,000 $MTCO_2e$) by 2035.

The recommended targets, along with estimated reductions required to achieve the targets, are summarized below in Table 2-3.

Table 2-3 Recommended Greenhouse Gas Emissions Reduction Targets: 2020, 2030, and 2035

Scenario or Target	2012	2020	2030	2035
Baseline and Projections				
2012 Baseline GHG Inventory and BAU Projections ($MTCO_2e$)	943,000	831,000	833,00	841,000
Legislative-Adjusted BAU Forecast ($MTCO_2e$)	NA	789,000	608,000	578,000
Legislative-Adjusted BAU Forecast: Percent below Baseline (%)	NA	16	36	39
Targets				
Target Percent Reduction below Baseline (%)	NA	4	42	52
Target Annual Emissions ($MTCO_2e$)	NA	907,000	547,000	456,000
Gap Analysis				
Reduction from Baseline needed to meet Target ($MTCO_2e$)	NA	36,000	396,000	487,000
Reduction from Legislative-Adjusted BAU needed to meet Target ($MTCO_2e$)	NA	No additional reductions needed to meet the 2020 target.	61,000	122,00
Additional Percent Reduction below Legislative-Adjusted BAU needed to meet Target (%)[1]	NA	No additional reductions needed to meet the 2020 target.	10	21

Notes: BAU = Business as usual, $MTCO_2e$ = metric tons of carbon dioxide equivalent, GHG = greenhouse gas, NA = Not Applicable

Source: data provided by Ascent Environmental in 2018

2.4.5 GHG Emissions Reductions Strategies and Measures

Based on the City's 2012 inventory and as shown in Table 2-3, achieving the City's targets would require that annual communitywide emissions not exceed 907,000 $MTCO_2e$ in 2020, 547,000 $MTCO_2e$ in 2030, and 456,000 $MTCO_2e$ in 2035. While existing activities would be adequate to meet the City's 2020 target, these activities, along with federal and state legislative actions, would not be adequate to achieve the City's 2030 GHG reduction target of 42 percent below 2012 levels, or 2035 GHG reduction target of 52 percent below 2012 levels. With state and federal adjustments applied, the City's GHG emissions under Legislatively-Adjusted BAU conditions were estimated to be 608,000 $MTCO_2e$ in 2030 and 578,000 $MTCO_2e$ in 2035. Accordingly, the City would need to reduce emissions by 61,000 $MTCO_2e$ in 2030 and 122,000 $MTCO_2e$ in 2035 through implementation of local actions. This additional reduction needed at the local level to meet the reduction targets for each year is referred to as the "local emissions gap." To close this gap, the City would need to implement actions that would result in reductions of approximately by 61,000 $MTCO_2e$ in 2030 and 122,000 $MTCO_2e$ in 2035. The methodology used for calculating each projection and City reduction targets are discussed in more detail in Chapter 2 of the proposed CAP.

There are numerous actions within the direct control or influence of the City that could further reduce GHG emissions. It can adopt or update land use plans, enforce or update City ordinances, adjust municipal operations, encourage or influence City residents and business by partnering with local organizations, and work with local and regional transportation planning or other agencies that provide services or maintain infrastructure that is not directly in the City's control. The City can effectively reduce emissions in some sectors where the City has jurisdictional control (e.g., municipal operations, land use change), but in some cases the City has limited ability to influence reductions because the City has limited jurisdictional control (e.g., on-road transportation).

The City has developed a GHG reduction strategy framework based on the City's jurisdictional influence, public input, and other best practices. Reduction measures from the 2013 CAP were significantly revamped as necessary to meet and/or exceed current legislative targets and state Executive Order goals. The GHG reduction strategy framework consists of strategies, measures, target year, performance metrics, and GHG reduction potential. The City also has

identified supporting activities that will assist in achieving identified goals for each strategy but were not directly quantified towards meeting the City's 2030 and 2035 GHG reduction targets.

The reduction measures of the proposed CAP were developed based on a combination of factors, including:

- the feasibility of the measure to be implemented by the City;
- existing policies, actions, or programs that can be expanded;
- proposed policies and plans yet to be adopted;
- feedback from community members and other stakeholders; and
- review of measures included in the 2013 CAP.

To meet the City's 2030 and 2035 targets, the proposed CAP identifies strategies and measures to reduce GHG emissions citywide from a variety of emissions categories. In total, the City would implement nine strategies, listed below in Table 2-4, and 31 associated measures.

Table 2-4 Strategies for Reducing Greenhouse Gas Emissions

Strategy	Description
Strategy 1	Increase the Use of Zero-Emission or Alternative Fuel Vehicles
Strategy 2	Reduce Fossil Fuel Use
Strategy 3	Reduce Vehicle Miles Traveled
Strategy 4	Increase Building Energy Efficiency
Strategy 5	Increase Renewable and Zero-Carbon Energy
Strategy 6	Increase Water Efficiency
Strategy 7	Diversify Local Water Supply
Strategy 8	Reduce and Recycle Solid Waste
Strategy 9	Carbon Sequestration and Land Conservation

Source: EPIC 2020

Detailed measures are identified within each strategy and provide specific actions the City would implement to achieve GHG emissions reductions. The proposed CAP includes measures aimed at reducing GHG emissions from five emissions categories: transportation, energy (electricity and natural gas consumption), water, solid waste, and carbon sequestration. The six measures included in this proposed CAP that would result in the most significant GHG reductions by 2030 and 2035 include:

Measure E-5.3: The City will join a program to further increase grid-supply renewables and zero-carbon electricity to 100 percent of the City's electricity supply, reducing citywide emissions by 42,134 $MTCO_2e$ by 2030, and 29,486 $MTCO_2e$ by 2035.

Measure S-8.1: The City will work with its franchise waste hauler to prepare a waste diversion plan to achieve an 80 percent waste diversion rate in 2030, reducing citywide emissions by 23,588 $MTCO_2e$, and achieve an 85 percent diversion rate by 2035, reducing citywide emissions by 25,535 $MTCO_2e$.

Measure T-3.8: The City will work with Metropolitan Transit System and North County Transit System to increase service frequency to the city and transit-friendly land uses. This measure would reduce citywide emissions by approximately 7,829 $MTCO_2e$ by 2030, and 11,447 $MTCO_2e$ by 2035.

Measure T-3.9: The City will develop a service population-based threshold for vehicle miles traveled (VMT) to require new projects to demonstrate that project VMT would support a reduction in citywide VMT. This measure would reduce citywide emissions by approximately 5,829 $MTCO_2e$ by 2030, and 11,075 $MTCO_2e$ by 2035.

Measure T-2.3: The City will adopt an ordinance, effective in 2023, requiring new developments to use electric-powered or alternatively-fueled construction equipment. This measure would reduce citywide emissions by approximately 5,321 $MTCO_2e$ by 2030, and 9,032 $MTCO_2e$ by 2035.

Measure T-3.7: The City will complete feasibility study that demonstrates an intra-city shuttle system would reduce trips seven percent by 2030 and 10 percent by 2035. The operation of two or more shuttles routes with with 10-minute headways during commute hours in 2030 would reduce citywide emissions by 4,463 $MTCO_2e$. The operation of an additional two or more shuttles routes with with 10-minute headways during commute hours in 2035 would reduce citywide emissions by 6,540 $MTCO_2e$.

A detailed description of the nine strategies and 31 measures, and associated GHG emissions reduction potential, is included in Chapter 3, "Greenhouse Gas Reduction Strategies and Measures," of the proposed CAP. Table 2-5 identifies GHG reduction measures that are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Table 2-5 Greenhouse Gas Reduction Strategies and Measures

Strategies and Measures	City Action	Potential Physical Changes to the Environment
Transportation		
Strategy 1: Increase the Use of Zero-Emission or Alternative Fuel Vehicles		
T-1.1: Transition to a Clean and More Fuel-Efficient Municipal Fleet	This GHG reduction measure would require the City to increase the number of plug-in hybrid electric vehicles (PHEVs) in the City's municipal vehicle fleet and install EV charging stations at the City's Police and Fire Headquarters to support the vehicle charging needs of current City-owned EVs and PHEVs, and future PHEVs.	This measure would result in the procurement of PHEV vehicles and installation of EV charging stations at City owned facilities. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-1. 2: Install Electric Vehicle Charging Stations at Park and Ride Lots	This GHG reduction measure would require the City to install Level 2 or better EV charging stations at Park and Ride lots in the City that are available to ride-share commuters and/or transit riders.	This measure would result in the installation of EV charging stations at Park and Ride lots within the City. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-1. 3: Adopt an Ordinance to Require Electric Vehicle Charging Stations at New Developments	This GHG reduction measure would require the City to adopt an ordinance, effective in 2023 that requires EV charging stations, Level 2 or better, to be installed in a minimum of 10 percent of total parking spaces provided in new multi-family and commercial developments.	This measure would require the installation of EV charging stations at new multi-family and commercial development projects. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-1. 4: Require Electric Vehicle Charging Stations at New Model Home Developments	This GHG reduction measure would require the City to adopt an ordinance, effective in 2021, requiring new developments to encourage EV charging station installation in new homes by: ▶ installing at least one EV charging station in new single-family and townhouse model homes; ▶ including EV charging stations as an add-on option to new homebuyers in model home subdivisions; and ▶ working with the City to waive permitting and installation fees for EV charging stations in these subdivisions.	This measure would require the installation of EV charging stations at new single-family and townhouse model homes and include EV charging stations as an add-on option at model home subdivisions. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Strategy 2: Reduce Fossil Fuel Use		
T-2.1: Synchronize Traffic Signals	This GHG reduction measure would require the City to synchronize traffic signals at City-maintained intersections to reduce vehicle fuel use through more efficient vehicle movement and reduced idling.	This GHG reduction measure would result in traffic light synchronization of existing lights to reduce vehicle congestion and idling time. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Strategies and Measures	City Action	Potential Physical Changes to the Environment
T-2.2: Install roundabouts	This GHG reduction would require the City to install roundabouts at City-maintained intersections to reduce vehicle fuel use by improving vehicle movement efficiency.	This GHG reduction measure would result in new traffic roundabouts that have more efficient progression rates than traditional stop-controlled or signalized intersections. The measure would reduce vehicle congestion and idling time. Implementation of this measure would result in ground disturbing activities. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-2.3: Increase Renewable or Alternative Fuel Construction Equipment	This GHG reduction would require the City to adopt an ordinance, effective in 2023, requiring new developments to use electric-powered or alternatively-fueled construction equipment.	This GHG reduction measure would result in the conversion of construction equipment to cleaner fuel sources. No direct physical impacts would result from this measure, but fuel consumption would shift from carbon-based fuels to renewable and/or alternative fuel. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Strategy 3: Reduce Vehicle Miles Traveled		
T-3.1: Participate in the San Diego Association of Government's iCommute Vanpool Program	This GHG reduction measure would require the City to promote and encourage businesses to participate in SANDAG's iCommute Vanpool Program.	This GHG reduction measure would result in the increased participation in SANDAG's existing iCommute vanpool program which would contribute to an overall reduction in vehicle trips. No direct physical impacts would result from implementation of this measure but would increase the number of commuters using transit. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.2: Improve Pedestrian Infrastructure in Priority Areas	This GHG reduction measure would require the City to develop an Active Transportation Plan that includes: ▶ a citywide Pedestrian Master Plan; ▶ an update to the City's Trail Master Plan; ▶ a Safe Routes to School Plan; ▶ a Safe Routes to Transit Plan; and ▶ identifies "priority areas" for pedestrian infrastructure improvements in the City.	This measure would result in a series of actions intended to reduce vehicle miles traveled (VMT) by providing alternatives to single-occupancy vehicle travel and would result in pedestrian infrastructure improvements. This measure would result in ground disturbing activities. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.3: Implement Safe Routes to School Program at Escondido Union School District	This GHG reduction measure would require the City to develop a Safe Routes to School Plan for inclusion in the City's Active Transportation Plan, continue to work	This measure would result in new pedestrian improvements including sidewalks, crosswalks, and

Strategies and Measures	City Action	Potential Physical Changes to the Environment
	with EUSD to implement the Safe Routes to School program to increase the number of students walking and riding bicycles to and from school, and complete infrastructure improvement projects such as: ▶ Installing new sidewalks, ▶ Installing intersection and crosswalk signals and high visibility crosswalk upgrades, ▶ Retrofitting signals to include countdown pedestrian indications at crossings, and ▶ Identifying and implementing other similar projects near schools within the City.	cross-signals. This measure would result ground disturbing activities. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.4: Develop a Citywide Transportation Demand Management Plan	This GHG reduction measure would require the City to adopt a TDM ordinance, effective in 2022, that requires new non-residential developments and existing businesses in the downtown employment center to develop and implement TDM programs and policies. At a minimum, the TDM ordinance will require new non-residential developments and existing businesses to: ▶ Provide "end-of-trip" facilities for bicycle commuters (i.e. bicycle parking spaces, showers, lockers) ▶ Provide discounted monthly NCTD transit passes or transit subsidies ▶ Provide informational material to employees for carpool and vanpool ride-matching services ▶ Implement parking cash-out policies	This measure would result in a TDM program to encourage alternative transit options. No direct physical impacts would result from implementation of this measure but would require the City to adopt an ordinance to increase the number of commuters using transit. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.5: Update Bicycle Master Plan	This GHG reduction measure would require the City to update the City's Bicycle Master Plan and install new or improve existing Class II or better bicycle lanes.	This measure would install new bike lanes within the existing network. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study
T-3.6: Increase Transit Commuters Among New Downtown Residents.	This GHG reduction measure would require the City to increase the number of commuters using transit from new residential developments within the Downtown Specific Plan area by: ▶ implementing smart growth policies consistent with the Downtown Specific Plan; ▶ requiring projects to provide six-month transit passes to new residents if proposing any reduction in parking over 15 percent of required amount; ▶ developing a Safe Routes to Transit plan; ▶ implementing projects identified through the Safe Routes to Transit plan; and requiring projects to monitor transit use by new residents for the first six months of operation and present monitoring results to the City.	This measure would encourage alternative modes of travel to increase the number of transit commuters. No direct physical impacts would result from implementation of this measure but would require the City to implement policies that would increase the number of commuters using transit within the Downtown Specific Plan area. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Strategies and Measures	City Action	Potential Physical Changes to the Environment
T-3.7: Develop an Intra-City Shuttle Program	This GHG reduction measure would require the City to assess the feasibility of and implement an intra-city shuttle system that includes: ▶ two or more routes; ▶ connects activities centers within the city; ▶ routes that do not directly overlap existing transit service routes; and ▶ high-frequency service (headways of 10-minutes or less) during peak commute periods.	This measure would assess the feasibility of implementing a shuttle system and could result in installation of transit stop shelters for riders. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.8: Increase Transit Ridership	This GHG reduction measure would require the City to increase the total number of regional commuters living or working in the City using transit by working with MTS and NCTD to: ▶ increase service frequency to the city; and ▶ increase transit-friendly land uses (i.e., residential and office) near transit stations	This measure would encourage individuals to commute via MTS and NCTD by increasing the frequency of service which could result in increased emissions. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
T-3.9: Develop and Implement a Service Population-Based Vehicle Miles Traveled Threshold	This GHG reduction measure would require the City to develop a service population-based threshold for vehicle miles traveled (VMT) to apply to new projects to reduce citywide VMT. This threshold would require new projects to demonstrate that project VMT would support a reduction in citywide VMT.	This measure would result in a series of actions intended to reduce VMT. No direct physical impacts would result from implementation of this measure but would require the City to adopt and implement a population based VMT threshold to reduce citywide VMT. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Energy		
Strategy 4: Increase Building Energy Efficiency		
E-4.1: Require New Residential Developments to Install Alternatively-Fueled Water Heaters.	This GHG reduction measure would require the City to adopt an ordinance, effective in 2023, requiring all new single-family and multi-family residential projects to install electric heat pump water heaters.	This measure would result in the installation of electric heat pump water heaters in new single-family and multi-family projects. The required improvements would be installed within the interior of the proposed structure and would not result in exterior physical changes to the environment. No direct physical impacts to the environment would result from implementation of this measure but would require the City to adopt and implement an ordinance that could increase energy usage. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Strategies and Measures	City Action	Potential Physical Changes to the Environment
E-4.2: Require New Multi-Family Residential Developments to Install Electric Cooking Appliances	This GHG reduction measure would require the City to adopt an ordinance, effective in 2023, requiring all new multi-family residential units to install only electric cooking appliances.	This measure would result in the installation of electric cooking appliances in all new single-family and multi-family residential development projects, which would reduce energy consumption. The required improvements would be installed within the interior of the proposed structure and would not result in exterior physical changes to the environment. No direct physical impacts to the environment would result from implementation of this measure but would require the City to adopt and implement an ordinance that could increase energy usage. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study
E-4.3: Reduce Electricity Use in Streetlights	This GHG reduction measure would require the City to retrofit City-owned HPS streetlights with LED streetlights, starting in 2021.	This measure would result in the retrofitting of existing streetlights to energy efficient streetlights. No direct physical impacts to the environment would result from implementation of this measure but could result in changes to the nighttime lighting environment. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
E-4.4 Require Non-Residential Alterations and Additions to Install Alternative-Fuel Water Heaters	This GHG reduction measure would require the City to adopt an ordinance, effective in 2023, requiring all non-residential alterations and additions with a permit value of $200,000 or more to install electric heat pump water heaters.	This measure would result in the installation of electric heat pump water heaters with a permit value of $200,00 or more. The required improvements would be installed within the interior of the proposed structure and would not result in exterior physical changes to the environment. No direct physical impacts to the environment would result from implementation of this measure but would require the City to adopt and implement an ordinance that could increase energy usage. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Strategies and Measures	City Action	Potential Physical Changes to the Environment
Strategy 5: Increase Renewable and Zero Carbon Energy		
E-5.1: Increase Renewable Energy Generated at Municipal Facilities	This GHG reduction measure would require the City to increase on-site renewable generation at municipal facilities and parking lots by installing PV systems	This measure would result in installation of ground-mounted or roof-mounted PV solar facilities at existing municipal facilities and parking lots. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
E-5.2: Require New Commercial Developments to Achieve Zero Net Energy	This GHG reduction measure would require the City to adopt an ordinance, effective in 2023, requiring all new commercial developments to achieve zero net energy.	This measure could result in the installation of energy generating facilities in including roof-mounted of ground-mounted PV systems. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
E-5.3: Increase Grid-Supply Renewable and/or Zero-Carbon Electricity	This GHG reduction measure would require the City to join or develop a program to increase grid-supply renewables and zero-carbon electricity to 100 percent	This measure would increase the proportion of grid electricity serving the City that is generated and supplied by eligible renewable and carbon-free resources through participation in a community choice energy program. Under Senate Bill 350 and the regulatory authority of the Public Utilities Commission, the renewable program would be subject to all the same requirements as any other investor owned utility or retail seller, which requires reductions in GHGs and by creating and maintaining a diversified procurement portfolio consisting of demand reduction products, as well as meeting the GHG reduction targets of AB32 and SB32. At this time, it is unknown what program the City would join. Further, once it joins a program, it is unknown at this time how the program would source its renewable and carbon-free electricity. It could be sourced through power purchase agreements with one or more third party electric providers such as power marketers, public agencies, generators, other community choice aggregation (CCA)/community choice energy (CCE), or utilities, or through the program's independent development of electricity generation resources. It is not possible to predict what projects might be proposed in response to future renewable energy solicitations administered by the program, unsolicited proposals or discussions

Strategies and Measures	City Action	Potential Physical Changes to the Environment
		with other agencies. Renewable projects that are located anywhere in the Western Interconnection can be considered as long as the electricity is deliverable to the CCA/CCE control area. Therefore, it would be speculative to analyze whether implementation of Measure E-5.3 would result in physical construction or expansion of electricity generation or other facilities.
E-5.4: Increase Renewable Electricity Generated at School Sites	This GHG reduction measure would require the City to support the EUSD's efforts to install PV systems on school sites within the City.	This measure could result in the installation of PV systems on schools' sites within the City. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Water and Wastewater		
Strategy 6: Increase Water Efficiency		
W-6.1: Reduce Municipal Landscape Water Consumption	This GHG reduction measure would require the City to reduce water consumption at City Parks and in the City's LMD by: ▶ installing smart irrigation controllers and water efficient rotator nozzles in the City's LMD and ▶ requiring all new/replacement irrigation controllers installed at City Parks to be smart controllers.	This measure would reduce outdoor water for landscape irrigation at City parks and in the City's LMD. No direct physical impacts would result from implementation of this measure but would require the City to implement policies that would reduce water consumption. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
W-6.2: Reduce Landscape Water Consumption at New Model Home Developments.	This GHG reduction measure would require the City to adopt an ordinance, effective in 2022, that reduces water consumed for landscaping at new single-family and townhome model developments by: ▶ requiring all single-family and townhouse model homes to be fully equipped with greywater systems and rain barrels (or other rainwater capture systems) and ▶ requiring model home developers to offer greywater systems and rain barrels (or other rainwater capture systems) as an add-on option.	This measure would adopt an ordinance to reduce outdoor water use for landscape irrigation at new single-family and townhome model developments. No direct physical impacts would result from implementation of this measure but would require the City to adopt and implement an ordinance that would reduce water consumption. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Strategy 7: Develop a Local Water Supply		
W-7.1: Develop a Local Water Supply for Agricultural Water Use	This GHG reduction measure would require the City to construct and operate a new Membrane Filtration/Reverse Osmosis (MFRO) facility to produce high-quality water supply for local agricultural uses.	This measure would require the City to construct and operate a new MFRO facility. The impacts of physical changes associated with construction and operation of the MFRO facility were evaluated in the City of Escondido Membrane Filtration/Reverse Osmosis

Strategies and Measures	City Action	Potential Physical Changes to the Environment
		(MFRO) Facility for Agriculture Project Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse No. 2020039020). Environmental impacts based on the anticipated development were identified and mitigation was provided. All impacts were reduced to a less-than-significant level with implementation of mitigation. Pursuant to State CEQA Guidelines section 15150, a Negative Declaration "may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." Accordingly, the environmental analysis and mitigation measures identified in City of Escondido MFRO IS/MND (State Clearinghouse No. 2020039020) are incorporated by reference herein. Where the analysis in the attached checklist relies upon the analysis of the MFRO's FinalIS/MND it will be appropriately summarized and referenced. The MFRO's Final IS/MND is available for public review at: City of Escondido Planning Division City Hall, First Floor 201 North Broadway Escondido, CA 92025 The document is also available on the City's website: https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/mfro/isfmnd.pdf.
Solid Waste		
Strategy 8: Reduce and Recycle Solid Waste		
S-8.1: Increase Citywide Waste Diversion	This GHG reduction measure would require the City to increase citywide waste diversion by: ▶ Working with the City's franchise waste hauler to prepare a waste diversion plan that identifies steps toward achieving the 2035 waste diversion goal; ▶ Adopting and implementing an organic waste recycling program to support regional efforts that includes a food scrap compositing program and fully permitted community compost facilities; and	This measure would require the City to prepare a waste diversion plan, adopt and implement an organic waste recycling permit, and adopt and implement a composting and waste diversion ordinance. This measure could result in new haul truck routes or additional haul truck traffic, and increased emissions. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Strategies and Measures	City Action	Potential Physical Changes to the Environment
	▶ Adopting a composting and waste diversion ordinance, effective in 2023, to support at-home management of food waste.	
Carbon Sequestration		
Strategy 9: Carbon Sequestration and Land Conservation		
C-9.1: Enforce Landscape Tree Requirement at New Developments	This GHG reduction measure would require the City to adopt an updated landscape ordinance, effective in 2022, to increase the number of new trees planted at new developments by requiring: non-residential developments to plant a minimum of one tree for every four parking spaces and new single-family and multi-family residential developments to plant a minimum of one tree per unit.	This measure would require the City to increase tree planting. This could result in increased emissions and potential physical impacts. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
C-9.2: Develop a Citywide Urban Forestry Program	This GHG reduction measure would require the City to develop, adopt, and implement an Urban Forestry Program to plant new trees and track tree planting and maintenance in public areas (i.e. City facilities, public parks, and public rights-of-way) and includes standards to right-size trees to minimize pruning and support hydrozoning techniques.	This measure would result in increased tree planting in public areas. This could result in increased emissions and potential physical impacts. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
C-9.3: Develop and Agricultural Land and Open Space Conservation Program	This GHG reduction measure would require the City to develop programs and policies that would conserve agricultural land and open space, including: ▶ Developing an Agricultural Land and Open Space Conservation Program that allow developers to preserve lands and/or increase residential development density in smart growth infill areas by removing development potential of lands. ▶ Adopting a Community Gardening Ordinance, effective in 2023, that incorporates an annexation conservation policy. ▶ Adopting a Williamson Act incentive program, effective in 2022, to encourage the continuation of agricultural operations. ▶ Adopting an Open Space Conservation program, effective in 2023, that requires 75 percent of annexed lands to be conserved.	This measure would adopt an ordinance to conserve agricultural land and open space within the City. No direct physical impacts would result from implementation of this measure but would require the City to implement programs and policies to conserve agricultural land and open space. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Notes: City = City of Escondido; GHG = greenhouse gas

Source: EPIC 2019; data provided by Ascent Environmental in 2020

2.4.6 Climate Change Vulnerability and Adaptation

Climate change is a global phenomenon that over the long term will have a wide variety of impacts on human health and safety, economic continuity, water supply, ecosystem function, and the provision of basic services (CNRA 2012:3). Locally, climate change is already affecting and will continue to affect the physical environment throughout California, and the San Diego County region. Because impacts of climate change vary by location and other social and economic characteristics, it is important to identify the projected severity these impacts could have in the City of Escondido and the surrounding unincorporated County. To determine the potential for impacts related to climate change, Cal-Adapt, a global climate simulation model was performed for the City using low and high GHG emissions scenarios. The direct, or primary, changes analyzed for the City include average temperature, annual precipitation, and sea-level rise. Secondary impacts, which can occur because of individual or a combination of these changes, are also assessed and include extreme heat and its frequency, wildfire risk, and changes in precipitation and hydrology (CNRA 2012:16-17). These potential impacts and the County's measures and performance metrics to increase adaptation and resilience are discussed in Chapter 5 of the proposed CAP.

The CAP contains climate adaptation measures to improve the city's resilience to potential environmental risks and hazards that will be exacerbated by climate change. Climate adaptation measures are organized to reduce climate change impacts associated with increased temperatures, increased frequency of extreme heat events and heat waves, changes in precipitation patterns and water availability, increased likelihood of flooding, and increased wildfire risk. Included within each adaptation strategy are programs and policies to support climate adaptation and resiliency, with a focus on specific vulnerabilities and impacts that have the potential to affect the community's populations, functions, and structures. The climate adaption measures are not associated with GHG reductions within the proposed CAP; however, the climate adaptation measures are an important component of the project because they provide a framework for the City to plan for increased resiliency related to climate change impacts within the city.

A detailed description of the eight climate adaptation measures and performance metrics is included in Chapter 5, "Climate Adaptation," of the proposed CAP. Table 2-6 identifies climate adaptation measures that are evaluated within applicable sections of Chapter 3, "Environmental Checklist," of this Initial Study.

Table 2-6 Climate Adaptation Measures

	City Action	Potential Physical Impacts
Strategy A-1: Become a "Climate Smart" Leader		
Measure A-1.1: Fully anticipate, plan for, and mitigate the risks of climate change and seize the opportunities associated with the social and environmental change.	This climate adaptation measure would require the City to: ▶ Recognize climate impact variables as a risk in how the City manages programs, projects, and infrastructure. ▪ Annually monitor climate change research and best practices to improve the understanding of local climate change, weather-related emergencies and climate hazards, and to support climate change preparation efforts in local, state, and federal partners (Target Year 2020). ▪ Adopt established methods for projecting the lifecycle carbon emissions of land use and transportation investments and begin to prioritize projects that have the greatest potential to sustain future changes and changing weather-related emergencies and climate hazards (Target Year 2023). ▪ Assess climate impacts in the 2023 MJHMP update, incorporate social equity and environmental justice concepts to the extent practicable, and develop system wide approach to prepare for and respond to changing weather-related emergencies and climate hazard events (Target Year 2023). ▪ Prioritize plantings, materials, and infrastructure specifications that will be resilient to climate change hazards and be cost-effective over the lifetime of the asset in infrastructure design (Target Year 2024). ▪ Update the "2020 Escondido Climate Adaptation Study" (Target Year 2025).	This measure would establish a framework to monitor and mitigate climate change, weather-related emergencies and climate hazards. No direct physical impacts would result from implementation of this measure but would require the City to implement programs, projects, and infrastructure to anticipate, plan for, and mitigate the risks of climate change. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Measure A-1.2: Make sure that everyone is given the opportunity to be prepared for the current and future risks that are exacerbated by climate impacts.	This climate adaptation measure would require the City to: ▶ Develop and build capacity for a transparent and inclusive education and outreach processes and design a decision-making framework to achieve equitable access and other climate health-related goals. ▪ Designate point of contact(s) to establish and maintain staff ability and capacity to ensure effective implementation and equitable outcomes of climate action efforts (Target Year 2020) ▪ Create collaborative partnerships with community-based organizations including vulnerable populations to broaden and diversify community engagement, and to support community-based initiatives that align with climate action planning priorities (Target Year 2022) ▪ Develop a climate change adaptation public outreach and education program. Engage typically underrepresented vulnerable populations by creating neighborhood climate ambassador liaisons (Target Year 2023).Provide quality information and/or "how-to" resources for local climate adaptation using	This measure would establish an outreach process to inform the community about current and future risks that are exacerbated by climate impacts. No direct physical impacts would result from implementation of this measure but would require the City to adopt and implement evacuation assistance plans as part of climate hazard-related emergency operations. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

	City Action	Potential Physical Impacts
	interactive approaches that may include competition, feedback, and recognition. Activities may include: (Target Year 2025): • Provide free technical assistance to businesses. • Develop working groups with workforce development and training organizations to integrate green jobs into existing work. • Develop and implement a local green business program to provide recognition for business achievements. • Partner with business groups to conduct Fix-It Fairs or participate in street-fairs by engaging under-served businesses in learning about sector opportunities • Hold regular workshops with building contractors on green building best practices. ▪ Minimize health issues and disparities caused by weather-related emergencies and climate hazard events (such as extreme heat days), especially for populations most vulnerable to these impacts, by improving the preparation for and response from health, community service, public safety, and emergency staff, resources, and/or services (Target Year 2025). Actions may include: • Leverage partnerships and support organizations to provide assistance to vulnerable populations in high fire hazard areas. • Advertise outdoor worker protection measures, including heat safety and employment security. • Develop a cool zone plan in consultation with resident, business, and community groups, and provide updates in conspicuous locations online and social media when cool zones are activated. • Educate homeowners and tenants of multi-family housing about weatherization projects and the cost savings gained from energy efficient homes through training programs. • Develop evacuation assistance plans and advertise their availability to vulnerable populations in hazard areas, and be prepared to implement these plans as part of climate hazard-related emergency operations. Utilize citywide publication and social media to reach a broad audience to advertise preparedness, risks of potential climate hazard events, and/or implementation status of these measures	
Measure A-1.3: Hardwire social equity and environmental justice into new programs and projects.	This climate adaptation measure would require the City to:	This measure would focus planning and intervention programs on neighborhoods that currently experience social or environmental injustice or bear a disproportionate burden of

	City Action	Potential Physical Impacts
	▶ Focus planning and intervention programs on neighborhoods that currently experience social or environmental injustice and/or bear a disproportionate burden of potential public health impacts. ▪ Redress social equity disparities by targeting some of the CAP implementation projects into the most vulnerable areas as defined by the "2020 Social Equity and Health Index Map" (Target Year 2020) ▪ Maximize mitigation benefits locally by prioritizing community specific (i.e. local) mitigation for GHG emissions and biological impacts/habitat loss. If no local mitigation credits or mitigation opportunities are available, allow project applicants to seek out regional solutions, first. If no regional solutions are available then State solutions, with a preference to proximity (Target Year 2020). ▪ Consider establishing equity considerations for recreation/parks programming, planning, engineering, and public works projects, such as (Target Year 2030): • Does the proposed action generate burdens either directly or indirectly to vulnerable populations? If yes, are there opportunities to avoid, minimize, or reduce those impacts? • Can the benefits of the proposed action be targeted in ways to reduce vulnerable population disparities? • Are the benefits of the proposed action broadly accessible to residents or businesses of vulnerable populations	potential public health impacts. No direct physical impacts would result from implementation of this measure but would require the City to implement environmental justice programs within specific neighborhoods. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Measure A-1.4: Develop working relationships with other agencies and continue to analyze climate impacts.	This climate adaptation measure would require the City to: ▶ Establish working groups and collaborate with regional and State agencies and groups to promote becoming "Climate Smart" and promote complementary adaptation strategy development. ▪ Work with SANDAG and NCTD to make the regional transportation network more resilient, incorporate consideration of climate impacts as part of infrastructure planning and development, and prioritize transportation investments that have the capacity to adapt to climate change, while promoting social equity and environmental justice (Target Year 2020). ▪ Work with law enforcement, CAL FIRE, City of San Marcos, County of San Diego, City of Vista, and City of Poway to reduce risk from high fire hazard areas and develop effective response mechanisms and evacuation scenarios (Target Year 2022).	This measure would encourage the City to establish working relationships with other agencies to promote the development of complementary climate adaptation strategies. No direct physical impacts would result from implementation of this measure but would require the City to prioritize transportation investments and develop evacuation scenarios. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Strategy A-2: Build Thriving and Resilient Neighborhoods		
Measure A-2.1: Make sure that everyone has equitable access to full, healthy lives.	This climate adaptation measure would require the City to: ▶ Recognize the importance of the ecosystem in improving personal, environmental, and economic health.	This measure would result in the increased production and consumption of locally sourced food, establish business partnerships, incentivize the planting of fruit trees, and aid low-income

	City Action	Potential Physical Impacts
	▪ Develop equitable programmatic resources to increase the production and consumption of home grown and locally sourced food by supporting farmers' markets, community gardens, and other forms of urban agriculture (Target Year 2022). ▪ Establish partnerships with local businesses and groups to provide educational opportunities for residents to gain skills in organic gardening, fruit production, composting, food preservation, and cooking healthy foods (Target Year). ▪ Review and update heat response plans to (Target Year 2023): • Coordinate operations of readily accessible cooling centers. • Recommend potential ways for property managers and homeowners' associations to implement Cool Zones. • Develop an "early warning system" and response plans that alert residents, businesses, and community members, especially those most vulnerable to heat, when projected heat conditions exceed 100 degrees. ▪ Develop incentives to increase the planting of fruit trees in appropriate areas on private property (Target Year 2023). ▪ Use regulatory and voluntary tools to increase access to neighborhood parks, passive parklands, parklets, and/or pop-up recreation programs to increase parkland coverage and/or expand equitable access to recreational opportunities (Target Year 2024). ▪ Consider ways to improve equitable access to clean and sustainable energy. This could be the creation of a "Clean Energy Equity Plan" to support low-income residents and small organizations to purchase or obtain renewable energy (Target Year 2025).	residents and small organizations to purchase or obtain renewable energy. The planting of fruit trees could result in increased emissions and potential physical impacts. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.
Measure A-2.2: Create "climate safe and decent" housing options.	This climate adaptation measure would require the City to: ▶ Support more comfortable and resilient homes and buildings to proactively adapt to changing weather-related emergencies and climate hazard events. ▪ Increase the use of public and private roofs for rooftop gardens. Provide education on how private property owners can use rooftop gardens as an eco-friendly alternative to bring greenery into a sterile space, provide a place to relax or grow food, delay stormwater runoff, and cool the building to reduce energy consumption. Expand green roof installations through outreach and incentives, such as the Stormwater Credit Fee (Target Year 2020). ▪ Update the building code to require new private buildings to have operable windows, providing choice levels of light and wall-to-wall ventilation (Target Year 2023).	This measure would promote roof top gardens, installation of energy efficient home upgrades, implementation of a mitigation plan, and access to renewable energy. No direct physical impacts would result from implementation of this measure but would require the City to encourage new development to incorporate climate resilient improvements. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

	City Action	Potential Physical Impacts
	▪ Update the building code to mandate the installation of cool roofs on all new and retrofitted roofs on multi-family projects (Target Year 2023). ▪ Analyze the feasibility of a point-of-sale weatherization audit and wildfire risk assessment for existing single-family homes in high or very high wildfire hazard areas (Target Year 2024). ▪ Develop and implement a mitigation plan for power outages, which may include any one of the following (Target Year 2027): • Adopt an ordinance that requires new senior housing or large care facilities to install air conditioning in all units and on-site home energy batteries and energy storage. The ordinance shall also require conversion projects to provide adequate on-site temperature-controlled spaces in indoor common areas, if any. • Adopt an ordinance that requires new affordable housing projects to install air conditioning in all units. Require affordable rehabilitation projects or other conversions to provide adequate on-site temperature-controlled spaces in indoor common areas, if any. ▪ Consider ways to reduce reliance on centralized sources for energy including (Target Year 2028). • Facilitate access to local, decentralized renewable energy by incorporating renewable energy projects into CCA or other community-wide renewable programs. • Complete a micro-grid feasibility study and begin implementation.	
Measure A-2.3: Build capacity for adaptive neighborhoods.	This climate adaptation measure would require the City to: ▶ Reduce risks and impacts from increased temperatures, drought conditions, and precipitation variability in the areas around homes and businesses. ▪ Utilize the "2020 High Fire Hazard Map" to better manage the risk of wildfires as a result of drier summers, especially in areas where homes are next to natural open space areas (Target Year 2022): • Enforce statutory standards for provision of defensible space inhibiting wildfire spread on private properties, and implement brush clearing and fuel breaks to manage the potential spread of wildfire. Evaluate other ways to reduce risks in and around wildland-urban interface areas that are rated as high fire hazard areas, such as improving the quality and plant palette around wildfire prone areas, and/or other ways to reduce risks in and around high fire hazard areas. • Manage the increased risk of wildfires of new residential subdivisions in very high fire hazard areas by expanding the required fuel modification zones	This measure help manage wildfire risk by enforcing statutory standards, expand fuel modification zones, incorporate evacuation routes, promote the use of drought tolerant plant palettes, and developing, adopting, and implementing integrated plans for mitigating climate impacts in wildland-urban interface. No physical direct impacts would result from implementation of this measure but would require the City to encourage new development to incorporate fire-resistant materials and defensible space. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

	City Action	Potential Physical Impacts
	from 100 to 150 or 200 feet, depending on geographic conditions such as land slope, unburnable areas, and surrounding vegetation fuel points. • When analyzing new residential projects in very high fire hazard areas, incorporate evacuation route planning into the analysis. Evaluate brush fire spread and wildland fire behavior characteristics that utilize a 60-mph prevailing wind factor at a minimum, or higher wind speeds if documented as necessary. ▪ Adopt plant palettes in the Landscape Ordinance to withstand drought conditions and promote plant-type resilience (in street and park trees, green roofs, etc.) (Target Year 2024). ▪ Utilize the "2020 Heat Vulnerability Map" to identify at-risk areas and help inform decisions and priorities about implementing ways to cool the urban environment. When evaluating programs, projects, and infrastructure in at risk areas, prioritize efforts that decrease the urban heat island effect, especially in areas with populations most vulnerable to heat, through strategies like revegetation, tree preservation, new plantings, depaving and porous pavement, green infrastructure, and site specific development design. (Target Year 2024). ▪ Consider a coordinated, integrated approach to flood or water-surge event planning and consider new innovative ways to adapt to climate impacts, including the following (Target Year 2026). • Increase resilience of natural systems by keeping natural resources areas, especially streams and creeks, cooler by adding vegetation in areas adjacent to the resource and maintain upland tree canopies. • Establish a fund to acquire or protect land in particularly vulnerable areas. ▪ Consider developing, adopting, and implementing integrated plans for mitigating climate impacts in wildland-urban interface areas that could include any of the following (Target Year 2027): • Collaborate with agencies managing public lands to identify, develop, or maintain corridors and linkages between undeveloped areas. • Use purchase of development rights or conservation easements to protect climate-vulnerable habitats. • Develop, adopt, and implement integrated plans for mitigating wildfire impacts in the wildland-urban interface.	
Measure A-2.4: Build a sustainable and resilient transportation network.	This climate adaptation measure would require the City to:	This measure facilitates development of new bus shelters, identify funding sources for green infrastructure, develop urban tree canopy targets, and establish an initiative to reduce traffic

	City Action	Potential Physical Impacts
	▶ Align the transportation system improvements with quality of life and enable a variety of environmentally friendly choices that feature green infrastructure and have the capacity to adapt to climate impacts. ▪ Work with NCTD to build more bus shelter amenities to help prevent health effects from long sun exposure and incentivize usage of public transportation (Target Year 2023). ▪ Evaluate and pursue stable funding sources and financing strategies to accelerate and sustain natural and green infrastructure within the public right-of-way (Target Year 2024). ▪ Conduct walk audits around prioritized schools, transit boarding areas, and parks to encourage Safe Routes to Schools, Transit, and Parks (Target Year 2025). ▪ Develop urban tree canopy targets and equitable distribution of tree-related benefits which may include any one of the following (Target Year 2026): • Develop an urban heat island reduction program that includes an urban forest program or plan. • Develop a governance structure, including a way to fund new tree plantings such as an in-lieu program offset trees plantings on highly constrained sites. • Expand and focus tree plantings in low-canopy neighborhoods and neighborhoods at a higher risk of adverse outcomes of urban heat island effects. • Encourage urban agriculture through edible landscapes within public spaces. • Adopt a new tree code in the Landscape Ordinance that considers tree selections so that tree plantings are known to perform well in the general climate conditions, are climate resilient trees, and that increase canopy or vegetative cover. ▪ Set priorities to expand planning, maintaining and management of trees, such as expanding urban forest canopy to cover at least 20 percent of each neighborhood and 10 percent of commercial and industrial areas. As part of the next CAP update, monitor tree canopy changes due to development and determine if policy and rule changes are needed. ▪ Give greater weight to investing in improvements to transportation infrastructure that is projected to be affected by multiple climate changes and/or build in flexible options that can adapt to changing conditions (Target Year 2026). ▪ Launch and implement a City Vision Zero initiative and help achieve the goal of zero traffic deaths and serious injuries on City transportation facilities (Target Year 2027).	collisions. Development of new bus shelters could result in potential physical impacts from ground disturbing activities. Potential impacts are evaluated within applicable sections of Chapter 3, "Environmental Checklist" of this Initial Study.

Notes: CCA = community choice aggregation; mph = miles per hour; CAL FIRE = California Department of Forestry and Fire Protection; City = City of Escondido; GHG = greenhouse gas; MJHMP = Multi-Jurisdictional Hazard Mitigation Plan; NCTD = North County Transit District; SANDAG = San Diego Association of Governments

Source: City of Escondido 2020.

2.4.7 Implementation and Monitoring Approach

Implementation of the proposed CAP would require ongoing management, oversight, and collaboration, ensuring that measures translate to real GHG emissions reductions. Successful implementation requires investment, long-term commitments, and widespread community participation. Monitoring the implementation of GHG reduction measures is an important part of achieving the City's 2030 and 2035 reduction targets. On a communitywide level, individuals and businesses can play an important role in reducing GHG emissions by changing habits to produce less waste or use alternative modes of transportation. The City will monitor progress towards the 2030 and 2035 targets through partnerships with SANDAG and other local jurisdictions in developing local GHG inventory updates every two years. City staff will provide annual updates to the City Council and Planning Commissions on CAP implementation and efforts. Just as this CAP serves as an update to the City's 2013 CAP, the City will update this CAP in the future to ensure strategies and measures remain implementable and feasible, adjusting measures based on changing conditions or demands, and incorporating new technologies not considered in previous CAPs.

As new development is proposed in the City, it will be required to incorporate more sustainable design features to reduce project GHG emissions. Consistent with the California Environmental Quality Act (CEQA) Guidelines section 15183.5, this qualified CAP will allow for CEQA streamlining through a CAP Consistency Review Checklist (Checklist). The CAP Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis. A detailed description of the City's implementation and monitoring efforts and the importance of continued community engagement and outreach is outlined in Chapter 4, "Implementation and Monitoring," of the proposed CAP.

2.4.8 Public Outreach

In support of the update process for the proposed CAP, the City prioritized public engagement and outreach to ensure that the CAP provides feasible, equitable, and implementable measures. To engage residents, businesses, and nonprofits, the City intended to follow outreach best practices by:

- harnessing the networks and reach of existing community organizations such as the school districts, CAFE, Escondido Education COMPACT, and the Escondido Bike/Walk Committee;
- going to where the people are (e.g., tables at community events or reserved time during existing Homeowner's Association (HOA) and Neighborhood Association meetings);
- creating multiple levels and forms of engagement; and
- crafting creative methods to elicit input.

Through implementation of these best practices, the City developed a series of tools to help engage different parties such as notification lists, CEQA notices, a dedicated project website, electronic mail notifications, press releases, and handouts. Additional outreach initiatives included establishing a CAP workgroup with City staff, hosting community workshops to engage the public in the planning process, hosting mobile community workshops at public events, informing Planning Commission and City Council through informational meetings, and scheduling Planning Commission and City Council public hearings. In total, the City hosted nine public workshops to solicit input from workshop attendees and the general public on potential GHG reduction strategies. Feedback provided at the workshops guided the City in preparing the proposed CAP in alignment with the goals and values of the community.

2.5 PERMITS AND APPROVALS REQUIRED

The City of Escondido is the CEQA lead agency responsible for considering adoption and implementation of the proposed CAP. As the lead agency under CEQA, Escondido is responsible for considering the adequacy of the Initial Study/Mitigated Negative Declaration before determining if the overall project should be adopted.

Table 2-4 Required Project Approvals

Project Approval	Approving Authority
Adopt Climate Action Plan	Escondido City Council
Adopt Initial Study/Mitigated Negative Declaration	Escondido City Council

The draft IS/MND is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the proposed CAP.

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: Escondido Climate Action Plan

2. Lead Agency Name and Address: City of Escondido
Community Development and Planning
City Hall, First Floor
201 North Broadway
Escondido, CA 92025

3. Contact Person and Phone Number: Mike Strong, Assistant Director of Planning
(760) 839-4556, mstrong@escondido.org

4. Project Location: The City of Escondido Climate Action Plan encompasses 37.5 square miles within the City limits. See Chapter 2, "Project Description," for more detailed information.

5. Project Sponsor's Name and Address: City of Escondido
City Hall, First Floor
201 North Broadway
Escondido, CA 92025

6. General Plan Designation: Various, see Chapter 2, "Project Description," for more detailed information.

7. Zoning: Various, see Chapter 2, "Project Description," for more detailed information.

8. Description of Project: The Climate Action Plan Update (proposed CAP) would provide a comprehensive framework to reduce greenhouse gas (GHG) emissions in the City of Escondido (City). The proposed CAP would build upon the policy framework established by 2013 CAP and establish greenhouse gas (GHG) emission targets and identify achievable, locally-based actions to reduce GHG emissions from municipal and community activities. See Chapter 2, "Project Description," for more detailed information.

9. Surrounding Land Uses and Setting: The City is located in the northern San Diego County (North County), approximately 30 miles north of Downtown San Diego. The City is bounded on the north by the unincorporated communities of Valley Center and Hidden Meadows, on the west by the City of San Marcos, on the south by Lake Hodges and the City of San Diego, and on the east by unincorporated San Diego County

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)
None

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? There are four California Native American tribes that have requested to be informed of proposed projects by the City. In compliance with PRC section 21080.3.1, the City provided formal written notification of the proposed CAP on May 18, 2020 to Rincon Band of Luiseno Indians, San Luis Rey Band of Mission Indians, Soboba Band of Luiseno Indians, San Pasqual Band of Mission Indians, and Mesa Grande Band of Mission Indians for a 30-day response period.. The City had not received a response prior to the release of this Initial Study.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance
- ☒ None With Mitigation

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title
Agency	

EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The City of Escondido is characterized by hills and mountains surrounding an open valley bisected by Escondido Creek. The hillsides and ridges are considered visually prominent in views from the valley floor. The natural setting of the city provides many opportunities for views from surrounding higher elevations. Other scenic natural features located throughout the city include creeks and riparian areas, rock outcroppings, and lakes. The city includes several large areas of open space that showcase these scenic resources, including parks, Multiple Habitat Conservation Program (MHCP) lands, and other designated conservation areas. These dramatic features are characteristics that distinguish Escondido from other areas in the region. The community derives its name "hidden valley" from the ring of mountains which rise 1,500 feet above the valley floor. The City includes a historic downtown and urban core area. Escondido's urbanized core surrounds downtown within the "valley floor" of Escondido (City of Escondido 2012a).

There are no state designated scenic highways or corridors within the plan area (Caltrans 2019). However, the City has designated several scenic roadways including Interstate 15 (I-15), the segments of Del Dios Highway, Via Rancho Parkway, Bear Valley Parkway, Valley Parkway, Lake Wohlford Road, South Citrus Avenue, and San Pasqual Valley Road (City of Escondido 2012b: 4.1-7)

Light and glare conditions within developed portions of the plan area are typical of those associated with urban uses. The main sources of daytime glare in the plan area are from sunlight reflecting from structures with reflective surfaces such as windows, and from vehicles on major roadways. Nighttime lighting is prevalent throughout the city along roadways, parking lots, building perimeters and within residential areas. The urban core of the City currently

generates substantial nighttime light from signs, street lights and traffic lights, and security lighting. Nighttime light is reduced toward the northern and eastern edges of the planning area. The residential neighborhoods outside of the urban core utilize less lighting than the commercial and retail centers in the City's downtown. The large open spaces on the edge of the City, such as Lake Wohlford and Daley Ranch, generate very little light for security purposes (City of Escondido 2012b: 4.1-14).

3.1.2 Discussion

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

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

Less than significant. The implementation of GHG reduction measures would result in short-term construction and long-term changes to the physical environment. GHG reduction measures would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4). GHG reduction measures would also result in tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). Thus, implementation of the GHG reduction measures would have the potential to affect visual character and public views of scenic vistas.

Construction associated with implementation of the GHG reduction measures would require heavy equipment, staging of materials, and fencing. However, construction activities would be short-term and temporary in nature, and would typically not involve equipment of substantial height, bulk, or massing that would alter existing scenic vistas. There may be limited circumstances in which cranes would be required, which would temporarily introduce substantial height, bulk, or mass within a scenic vista. Because the use of cranes would be limited and short in duration relative to the overall construction phase, their temporary effect on scenic vistas would not be substantial. In addition, construction activities associated with implementation of the GHG reduction measures would occur in already disturbed, urbanized developed areas such as roadways and parking lots and would not occur within non-urbanized areas.

Long-term changes due to implementation of the GHG reduction measures would include improvements at or near grade level of existing roadways; would involve minor changes such as the planting of new trees; and would not otherwise involve features with substantial height, bulk, or massing that could block or impede existing scenic vistas. Furthermore, enforcement of the City of Escondido Municipal Code (EMC) would avoid substantial adverse effects on scenic vistas and degradation of public views. For example, EMC Section 33-1066, establishes design criteria for grading designs for private and public development projects to protect critical landforms and natural resources. According to the ordinance, grading designs should avoid extensive slope areas which are easily visible from outside the development, fill slopes that block views from surrounding properties, and grading features which may intrude into or disturb surrounding property. Additionally, EMC Section 33-1067 includes additional design guidelines for areas in the hillside and ridgeline protection overlay (HRO) District. The HRO District is defined on the hillside and ridgeline overlay map, which is on file at the City. EMC Section 33-1339 establishes standards for the installation and maintenance of landscaped areas. CAP implementation would adhere to applicable zoning standards and City ordinances. Thus, for all of the foregoing reasons, the proposed CAP would not result in a substantial adverse effect on a scenic vista and would not substantially degrade the visual character or quality of public views in non-urbanized areas. This impact would be **less than significant.**

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

Less than significant. There are no state designated scenic highways or corridors within the plan area. However, the City has designated several scenic roadways including I-15, the segments of Del Dios Highway, Via Rancho Parkway, Bear Valley Parkway, Valley Parkway, Lake Wohlford Road, South Citrus Avenue, and San Pasqual Valley Road. The implementation of GHG reduction measures would result in short-term construction and long-term changes to the physical environment. GHG reduction measures would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4). GHG reduction measures would also result in tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, A2.1, and A2.1). Thus, implementation of the GHG reduction measures would have the potential to affect scenic resources along City-designated scenic roadways.

Construction associated with implementation of the GHG reduction measures would require heavy equipment, staging of materials, and fencing. However, construction activities would be short-term and temporary in nature and would adhere to the EMC Section 33-1062 which outlines best management practices regarding trash and debris, erosion control, and perimeter control. Thus, construction associated with implementation of the GHG reduction measures would not result in substantial damage to scenic resources along City-designated scenic roadways.

Long-term changes due to implementation of the GHG reduction measures would include improvements at or near grade level of existing roadways; would involve minor changes such as the planting of new trees; and would not otherwise involve features with substantial height, bulk, or massing that could substantially damage scenic resources. Furthermore, as discussed in criteria (a) and (c) above, enforcement of EMC Sections 33-1066 and 33-1067 would require implementation of GHG reduction measures to adhere to design criteria to protect critical landforms and natural resources, and follow additional design guidelines for projects within the HRO district. For all of the foregoing reasons, the proposed CAP would not substantially damage scenic resources and impacts would be **less than significant**.

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

Less than significant. The implementation of GHG reduction measures electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4). Thus, implementation of the GHG reduction measures may require the use of temporary lighting sources during the construction phase and the installation of permanent streetlighting for safety and visibility. In addition, GHG reduction measure E-4.3 would require the City to retrofit City-owned HPS streetlights with LED streetlights. Construction associated with implementation of the GHG reduction measures would be short-term and temporary in nature, and would not be considered a new source of substantial light or glare which would adversely affect day or nighttime views in the area. In the case that implementation of GHG reduction measures would require the installation of permanent streetlighting, all projects would adhere to EMC Article 35 which minimizes glare, light trespass, and artificial skyglow through the regulation of outdoor lighting. The City's outdoor lighting ordinance requires the use of the minimum amount of light to meet the lighting criteria, proper shielding to prevent spillover, and the use of low-pressure sodium, narrow-spectrum light emitting diodes (LED) or equivalent light fixtures. Proposed LED streetlights would also be required to adhere to EMC Article 35 and the City's outdoor lighting ordinance. For all the foregoing reasons, the proposed CAP would not create new sources of substantial light or glare. The impact would be **less than significant**.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

3.2.1 Environmental Setting

The majority of the plan area is urbanized, specifically areas near I-15 and SR 78. Very few existing agricultural operations exist within the plan area. Of the existing agricultural operations identified in the 2012 Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan Environmental Impact Report (General Plan EIR), only the Watson Farms Llama Ranch, located on 1984 Greenview Road, is within the plan area (City of Escondido 2012b).

The California Department of Conservation (DOC) Farmland Monitoring and Mapping Program (FMMP) produces maps and statistical data to analyze impacts to agricultural resources. FMMP classifies different agricultural land categories based on soil quality and suitability for agricultural uses including Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Grazing Land, and Urban and Built-Up Land. The majority of the plan area is classified as Urban and Built-Up Land. Smaller areas of Farmland of Local Importance and Unique Farmland are scattered around the periphery of the plan area. Small areas of Grazing Land are found in the western portion of the City, in the Rancho San Pasqual and Valley View specific plan areas (City of Escondido 2012b).

The Williamson Act was passed in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. There are three parcels of Williamson Act Contract lands within the plan area (City of Escondido 2012b).

There are no lands currently used for timber production or management in the plan area, nor is there a zoning designation for timberland or forest land within the plan area. The City has approximately 4,734 acres of forest resources under its jurisdiction, which include coast live oak woodland and Engelmann oak woodland habitat near Daley Ranch and Lake Wohlford (City of Escondido 2012b).

3.2.2 Discussion

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

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

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

Less than significant. The implementation of GHG reduction measures that involve ground disturbing activities could, depending on their location, result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forest resources. Minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, implementation of GHG reduction measures would not require changes to existing land use or zoning. Given the nature of the GHG reduction measures, construction activities associated with their implementation would generally occur in already disturbed, developed areas such as roadways and parking lots that are not designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forest resources. In addition, climate adaptation measure C-9.3 would require the City to adopt an ordinance to conserve agricultural within the City.

Furthermore, future projects would be consistent with General Plan Goal 4 and Policies 4.1 through 4.6, which direct the City to preserve agricultural resources and agricultural production in appropriate areas within the City (City of Escondido 2012a). The 2020 CAP would support development that could already occur under the land use

assumptions contained within the Escondido General Plan. For all the foregoing reasons, the proposed CAP would not convert nor result in other changes to the existing environment which could result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Additionally, the proposed CAP would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, these impacts would be **less than significant**.

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

Less than significant. The implementation of GHG reduction measures would not involve changes to policies or regulations related to land use or zoning for land under Williamson Act contract. Given the nature of the GHG reduction measures, construction activities associated with their implementation would occur in already disturbed, developed areas that are not in agricultural use nor under Williamson Act contract. In addition, climate adaptation measure C-9.3 would require the City to adopt an ordinance to conserve agricultural within the City. Furthermore, future projects would be consistent with General Plan Goal 4 and Policies 4.1 through 4.6, which direct the City to preserve agricultural resources and agricultural production in appropriate areas within the City (City of Escondido 2012a). Therefore, implementation of GHG reduction measures would not conflict with existing zoning for agricultural use or a Williamson Act contract and impacts would be **less than significant**.

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

No impact. There are no lands currently used for timber production or management in the plan area, nor is there a zoning designation for timberland or forest land within the plan area. Therefore, implementation of GHG reduction measures would not conflict or rezone any forest land, timberland, or timber land zoned for timberland production. **No impact** would occur.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The City of Escondido is in the San Diego Air Basin (SDAB), which includes all of San Diego County and is under the jurisdiction of San Diego County Air Pollution Control District (SDAPCD). Regional and local air quality in the SDAB is affected by topography, dominant airflows, location, and season. The SDAB is bounded by the Pacific Ocean to the west and high mountain ranges to the east, which inhibit the dispersal of pollutants to the east. The region is characterized by warm dry summers and mild winters, and rainfall averages approximately 9 to 14 inches annually. During fall, the region often experiences dry, warm easterly winds, called the Santa Ana winds, which raise temperatures and lower humidity. Two types of high-pressure cells called subsidence and radiation inversions affect air quality in the SDAB and trap the dispersion of pollutants, resulting in temporary degradation of air quality (City of Escondido 2012a).

CRITERIA AIR POLLUTANTS

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 3-1.

Table 3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	irritation of upper respiratory tract, increased asthma symptoms	insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

Sources: EPA 2018

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur.

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Odor sources of concern can include wastewater treatment plants, landfills and composting facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, and food processing facilities.

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, childcare facilities, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants.

FEDERAL AND STATE AIR QUALITY PLANNING

Ambient Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The CAA also requires each state to prepare a state implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases, the CAAQS are more stringent than the NAAQS.

The SDAB is currently designated as nonattainment for ozone with respect to the NAAQS and for ozone, PM_{10}, and $PM_{2.5}$ with respect to the CAAQS (SDAPCD n.d.).

Other Agencies

The California Department of Resources Recycling and Recovery (CalRecycle) regulates solid waste disposal and composting facilities. All compostable material handling facilities and operations are required to comply with the State minimum standards set forth in California Code of Regulations (CCR) Title 14, Division 7, Chapter 3.1, Articles 5, 6, 7, 8, and 9. An odor impact minimization plan (OIMP) is required for facilities and operations as specified in 14 CCR section 17863.4. The CalRecycle minimum standard (14 CCR section 17867(a)(2)) for odor requires that "All handling activities shall be conducted in a manner that minimizes vectors, odor impacts, litter, hazards, nuisances, and noise impacts; and minimizes human contact with, inhalation, ingestion, and transportation of dust, particulates, and pathogenic organisms."

SAN DIEGO COUNTY AIR POLLUTION CONTROL DISTRICT

SDAPCD is the agency responsible for regulating sources of air pollution within San Diego county and the SDAB, to protect public health and welfare through the administration of federal and State air quality laws and policies. SDAPCD is responsible for monitoring air pollution, preparing the San Diego County portion of the SIP, and developing and implementing rules and regulations.

SDAPCD also develops air quality plans to identify the pollution control measures needed to expeditiously attain and maintain air quality standards. In response to the federal nonattainment designation for the 8-hour ozone standard, SDAPCD prepared the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* and the *2008 Eight-Hour Ozone Reasonably Available Control Technology Demonstration for San Diego County*, which identify control measures and rules implementing "reasonably available control technology" necessary to bring the SDAB into attainment (SDAPCD 2016a; SDAPCD 2016b). These documents are submitted to the EPA through CARB for approval as part of the San Diego County portion of the SIP for attaining and maintaining the 2008 eight-hour ozone standard. In compliance with the CCAA, SDAPCD has also developed the *2016 Revision of the Regional Air Quality Strategy for San Diego County* to address ozone (SDAPCD 2016c).

SAN DIEGO COUNTY

Neither the City of Escondido nor SDAPCD have adopted California Environmental Quality Act (CEQA) thresholds of significance for assessing air quality impacts. However, the County of San Diego Planning & Development Services department has prepared the *Guidelines for Determining Significance, Air Quality*, which present screening level thresholds (SLTs) of significance for regional air pollutant emissions. The County's air quality SLTs were developed based on SDAPCD stationary source trigger levels (Rule 20.2 and Rule 20.3) and are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS. Supportive of the NAAQS and CAAQS, the County's SLTs are scientifically substantiated, numerical mass emissions levels of criteria air pollutants considered to be protective of human health. A project with emissions rates below these thresholds, shown in Table 3-2, is considered to have a less-than-significant impact on regional and local air quality and would avoid impacts on human health (Table 3-1).

Table 3-2 County of San Diego Screening-Level Thresholds for Air Quality Impact Analysis

Pollutant	Mass Daily Thresholds (lb./day)
Respirable particulate matter (PM_{10})	100
Fine particulate matter ($PM_{2.5}$)	55
Oxides of nitrogen (NO_X)	250
Oxides of sulfur (SO_X)	250
Carbon monoxide (CO)	550
Lead and lead compounds	3.2
Volatile organic compounds (VOCs)	75

Source: County of San Diego 2007

3.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant. The emission inventories used to develop the applicable air quality attainment plans (i.e., 2008 Eight-Hour Ozone Attainment Plan for San Diego County, 2008 Eight-Hour Ozone Reasonably Available Control Technology Demonstration for San Diego County, and 2016 Revision of the Regional Air Quality Strategy for San Diego County) are based primarily on projected population and employment growth and vehicle miles traveled (VMT) for the SDAB. These projections are based, in part, on the planned growth identified in regional and local plans. Therefore, projects that would result in increases in population or employment growth beyond that projected

in regional or local plans could result in increases in VMT above that forecasted in the attainment plans, further resulting in mobile source emissions that could conflict with or obstruct implementation of air quality planning efforts for the SDAB. Increases in VMT beyond that projected in applicable air quality plans generally would be considered to have a significant adverse incremental effect on the SDAB's ability to attain or maintain State and federal ambient air quality standards. The analysis below focuses on whether GHG reduction measures in the proposed CAP would increase population, employment, or VMT above planned levels.

Implementation of the proposed CAP would not induce population growth directly or indirectly, because the GHG reduction measures do not propose new housing nor do they propose changes to policies or regulations related to land use or residential zoning. The 2020 CAP would support development that could already occur under the land use assumptions contained within the Escondido General Plan. GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1 and A2.4), could require a temporary increase in the number of construction workers. These types of projects would be considered small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the San Diego region and permanent, substantial relocation of workers would not be required. Therefore, implementation of these measures would not result in substantial population growth, employment growth, or increase in VMT.

Measure S-8.1 would result in increased waste diversion, which could lead to rerouting haul truck trips from landfills to composting and recycling facilities. The intent of the measure is to divert waste to composting and recycling facilities and away from landfills. Therefore, the measure is expected to redistribute existing or projected truck trips and a substantial net increase in the number of haul truck trips in the SDAB is not anticipated.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could obstruct implementation of the applicable air quality plans. Additionally, the proposed CAP includes several GHG reduction measures (T-3.1 through T-3.9) such as implementing an intra-city shuttle system, increasing transit ridership, and developing a Transportation Demand Management Plan that would reduce VMT. Therefore, implementation of the proposed CAP would not result in a substantial increase in VMT relative to projections included in applicable air quality plans.

Impact Summary

Consistent with SB 375 and San Diego Climate Action Strategy (Strategy) prepared by San Diego Association of Governments (SANDAG), the CAP update identifies GHG reduction measure to reduce GHGs from passenger cars and light-duty trucks. Overall, the proposed CAP is intended to reduce GHG emissions generated within the city by using alternatively fueled vehicles, reducing VMT, using renewable energy, increasing energy efficiency, improving waste diversion, and increasing carbon sequestration. While these reduction measures were formulated to reduce GHGs, they would also improve overall air quality in the SDAB by reducing the emissions of criteria air pollutants. In addition, renewable energy generation and increased energy efficiency would reduce both GHG emissions and air pollutants at power plants generating electricity within and beyond the SDAB. Increased energy efficiency would also reduce natural gas combustion at residential and commercial land uses within the City, which would reduce local air pollution. The effects associated with the reduction of air pollutant emissions in the City and SDAB would be beneficial. Given that GHG reduction measures would not induce substantial population growth, employment growth, or increase VMT, and given the beneficial air quality effects, the project would not conflict with or obstruct implementation of any applicable air quality plans. This impact would be **less than significant**.

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

Less than significant. The SDAB is designated as a nonattainment area for ozone with respect to the CAAQS and NAAQS and nonattainment for PM_{10} and $PM_{2.5}$ with respect to the CAAQS. Impacts would be cumulative in nature if the project, in combination with cumulative development, leads to violation of any air quality standard or contributes substantially to an existing or projected air quality violation. In developing thresholds of significance for air pollutants, the County of San Diego and SDAPCD (through Rules 20.2 and 20.3) considered the emission levels for which a project's individual emissions would be cumulatively considerable. For the purposes of this analysis, the proposed CAP would result in a significant localized and/or regional air quality impact such that human health would be adversely affected if it would cause construction-generated or operational criteria air pollutant or precursor emissions to exceed the County's SLTs of 100 pounds per day (lbs./day) for PM_{10}, 55 lbs./day for $PM_{2.5}$, 250 lbs./day for NO_X and SO_X, 550 lbs./day for CO, and 75 lbs./day for volatile organic compounds (VOCs).

The proposed CAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development. However, implementation and any associated construction related to GHG reduction measures in the proposed CAP have the potential to directly or indirectly emit air pollutants. Emissions of PM_{10}, $PM_{2.5}$, NO_X, SO_X, CO, and VOCs would result from the use of construction equipment, construction worker vehicle trips, and truck hauling trips. Emissions of fugitive dust (PM_{10} and $PM_{2.5}$) are largely associated with ground-disturbing activities, such as site preparation.

GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), could require a temporary increase in the number of construction workers, ground disturbance, or use of construction equipment. Some air districts have established screening level sizes for the types of projects that would be expected to generate significant levels of criteria air pollutants during construction, such as a 114 dwelling unit single-family development, or a 277 thousand square foot office park, which are much larger projects than would be implemented under the proposed CAP (BAAQMD 2017). Occasional maintenance activities for these facilities and operational vehicle trips would be minimal; thus, associated operational criteria air pollutant emissions would also be minimal.

Measure T-2.3 would increase use of renewable or alternative fuels in construction equipment. Depending on the type of renewable or alternative fuel used, this would likely result in a decrease in criteria air pollutant emissions from construction equipment.

Measure S-8.1 would result in increased waste diversion, which could lead to rerouting haul truck trips from landfills to composting and recycling facilities. A substantial net increase in the number of haul truck trips and associated criteria air pollutant emissions within the City would not be anticipated.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that would be expected to generate significant levels of criteria air pollutants. Additionally, the proposed CAP includes several GHG reduction measures (T-3.1 through T-3.9) such as implementing an intra-city shuttle system, increasing transit ridership, and developing a Transportation Demand Management Plan that would reduce VMT. Therefore, the GHG reduction measures would not be expected to result in construction-phase or operational air pollutant emissions in exceedance of the County's SLTs.

Implementation of the proposed CAP would not result in the violation of any air quality standard or cumulatively contribute substantially to an existing or projected air quality violation. Because the proposed CAP does not exceed the County's SLTs, it would not contribute to nonattainment designations, nor would it exacerbate or interfere with the region's ability to attain the health-based standards. This impact would be **less than significant**.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant. Provided below is an analysis of CO, other criteria air pollutants and precursors, and TAC emissions.

Carbon Monoxide

The single largest source of CO is motor vehicle engines. CO concentration near roadways is a direct function of vehicle idling time and, thus, traffic flow conditions. The proposed CAP does not include new or modified land use designations that would increase traffic or have the potential to result in CO hotspots. The proposed CAP does not induce or otherwise result in any residential development that would result in regional population increases. The goal of the proposed CAP is to reduce GHG emissions in the City, including from passenger vehicles by measures that would increase the use of zero emission and alternative fuel vehicles and reduce VMT, that would also have the co-benefit of reducing air pollutant emissions. Although there would be a temporary increase in vehicle trips related to construction worker commute and equipment delivery associated with certain measures, implementation of the proposed CAP would not result in substantial long- or short-term vehicle trip generation at levels that could cause unhealthy concentrations of CO on nearby roadways. Additionally, the proposed CAP includes several GHG reduction measures (T-3.1 through T-3.9) such as implementing an intra-city shuttle system, increasing transit ridership, and developing a Transportation Demand Management Plan that would reduce VMT. Measure T-2.1 would reduce pollutant concentrations associated with vehicle idling by implementing traffic signal synchronization. Therefore, the proposed CAP would not create or contribute to a CO hotspot.

Toxic Air Contaminants

The proposed CAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development; however, implementation and any associated construction related to GHG reduction measures in the proposed CAP have the potential to directly or indirectly emit TACs. For projects that do not propose stationary sources of emissions, diesel PM is the primary TAC of concern. Certain proposed CAP measures would result in short-term diesel exhaust emissions from construction equipment and heavy-duty trips during construction. Diesel PM dissipates rapidly from the source, and exposure concentrations would decline with distance from construction activities (Zhu et al. 2002). The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70- or 30-year exposure period. However, such assessments should be limited to the period/duration of activities that generate TAC emissions (OEHHA 2015).

GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), could result in diesel PM emissions from the use of construction equipment and from the use of haul trucks to deliver materials. These types of construction activities would occur in residential and commercial areas, which include sensitive receptors such as residences, schools, and hospitals. However, these activities would involve minimal use of heavy-duty diesel equipment and thus, diesel PM emissions would be minimal and temporary as well. Measure T-2.3 would increase use of renewable or alternative fuels in construction equipment. Furthermore, it is unlikely that construction of such projects involving use of heavy-duty diesel equipment or vehicles would last for longer than a few months, which is a short exposure period relative to the 30- or 70-year exposure timeframe recommended for health risk assessments.

In regard to Measure S-8.1, although a substantial net increase in the number of haul truck trips would not be anticipated, new haul truck routes or additional haul truck traffic in some areas may subject sensitive receptors to new or increased diesel PM emissions. The City achieved a diversion rate of 54 percent in 2012 and 50 percent in 2016 and intends on increasing the diversion rate to 85 percent by 2030 and 2035 (EPIC 2020). To achieve an 85 percent waste diversion, the City would need to reduce waste disposed at landfills. Reducing the amount of waste disposed would

result in the rerouting of waste hauling trucks from landfills to recycling and compost facilities. Thus, the diversion of waste is not anticipated to cause a net increase in trips. Therefore, the project-generated rerouted trips would not be considered a substantial increase in TAC emissions. Further, these truck haul routes and related emissions would likely be distributed across multiple roads throughout the City, limiting the level of TAC emissions at any one receptor along future potential haul routes. Nonetheless, even if the redirection of haul truck trips would occur on a single route, there would not be a substantial increase in TAC emissions. Thus, increases in mobile-related TAC emissions would not result in the exposure of sensitive receptors to substantial TAC concentrations.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could result in TAC emissions.

Impact Summary

The proposed CAP would not create or change land use designations that would increase the number of vehicle trips or have the potential to result in CO hotspots. Additionally, the proposed CAP includes several GHG reduction measures (T-3.1 through T-3.9) such as implementing an intra-city shuttle system, increasing transit ridership, and developing a Transportation Demand Management Plan that would reduce VMT. Although there would be a temporary increase in vehicle trips related to construction worker commute and equipment delivery, the proposed CAP would not result in substantial long- or short-term vehicle trip generation at levels that could cause unhealthy concentrations of CO on nearby roadways. Impacts regarding CO emissions would be less than significant.

GHG reduction measures that would result in new roundabouts, bicycle and pedestrian infrastructure, transit stop shelters, and tree planting at new development, city facilities, public parks, and along rights-of-way would result in minor criteria air pollutant and TAC emissions during construction and beneficial long-term air quality impacts. In addition, Measure T-2.3 would increase use of renewable or alternative fuels in construction equipment. It is unlikely that these types of activities would be of the size, intensity, or duration to exceed County's SLTs or to emit substantial TAC concentrations. The County has adopted these thresholds in consideration of achieving attainment for the NAAQS and CAAQS, which represent concentration limits of criteria air pollutants needed to adequately protect human health. Because the proposed CAP does not exceed the County's SLTs or would emit substantial TAC concentrations, it would not exacerbate or interfere with the region's ability to attain the health-based standards.

Measure S-8.1 could result in rerouted haul truck routes, resulting in new haul truck traffic in some areas, which may subject sensitive receptors to new or increased diesel PM emissions. Because a net increase in truck trips per day in not anticipated, there would not be a substantial increase in TAC emissions that results in substantial TAC exposure to any single receptor. Therefore, the proposed CAP would not result in the violation of any air quality standard, exposing sensitive receptors to substantial pollutant concentrations such that human health would be adversely affected. This impact would be **less than significant**.

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

Less than significant. The proposed CAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development. However, implementation and any associated construction related to GHG reduction measures in the proposed CAP would result in temporary emissions of odors from construction activities such as asphalt paving and use of diesel-powered construction vehicles and equipment.

GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), would result in odorous emissions from construction equipment. Measure T-2.2, install roundabouts, would result in asphalt paving. Although locations for some of these improvements have not been identified, these types of activities would generally occur in populated residential and commercial areas. However, these activities would involve minimal use of heavy-duty diesel

equipment and thus, diesel PM emissions would be minimal, temporary, and highly localized. Implementation of GHG reduction measure T-2.3 would direct the City to require new developments to use electric-powered or alternatively-fueled construction equipment which would contribute to an overall reduction in vehicle emissions. Furthermore, these emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not adversely affect a substantial number of people.

Measure S-8.1 would generate odors through the anaerobic decomposition of composted waste that the City would divert from landfills. Compostable materials handling operations and facilities that would receive increased volumes of compostable waste from the City under implementation of Measure S-8.1 are regulated by CalRecycle (e.g. landfill, composting, etc.) and required by State regulation (Title 14, California Code of Regulations, Section 17863.4) to have OIMPs in place to prevent odors from occurring and to identify the measures that should be taken if odors do occur. The hauling of increased volumes of compostable waste to facilities via truck would result in some odors associated with diesel exhaust. However, these odors would not be considered as new sources as the odors would be from rerouted trips and would not adversely affect a substantial number of people.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could result in odor emissions.

Impact Summary

Construction activities associated with implementation of GHG reduction measures would result in temporary generation of odorous emissions. The specific locations and emissions of possible future projects implemented under the proposed CAP are not known at this time. Therefore, the precise odor impacts cannot be identified at this time. Factors necessary to identify specific impacts include location, operational characteristics, frequency and duration, and the location of sensitive receptors. However, given the temporary and intermittent nature of the impacts, and dissipation of odor, construction odor impacts would be less than significant.

Measure S-8.1 would result in increased odors from the anaerobic decomposition of composted waste and from rerouted haul truck trips to composting facilities. These impacts would be avoided through implementation of an OIMP, as required by State regulation. Therefore, the proposed CAP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This impact would be **less than significant**.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the 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, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, 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?	☐	☐	☒	☐

3.4.1 Environmental Setting

The City of Escondido is largely built out, and remaining blocks of native habitat are located along the city's periphery, adjacent to undeveloped portions of unincorporated county. Land cover within the city is comprised of developed land, chaparral, coastal sage scrub, oak woodland, grassland, and riparian habitat. Chaparral communities, particularly southern mixed chaparral and chamise chaparral, dominate on higher and steeper slopes in northern Escondido. Coastal sage scrub and oak woodland communities are located around the outskirts of the City. Grassland habitats are prominent along the southeastern and eastern edges of the city. Riparian habitats with the city include freshwater marsh and wetland habitats. Riparian forests, woodlands, and scrub communities are found along many of the drainages with the most significant stands associated with Kit Carson Park (City of Escondido 2012b).

Five large areas of natural habitats, located in the northeastern, eastern, southern, southwestern, and northwestern portions of the City support an array of reptiles, amphibians, birds, and small mammals. The plan area supports 42

special-status plant species and 64 special-status wildlife species, including Harbison's dun skipper, southwestern pond turtle, coastal cactus wren, Cooper's hawk, golden eagle, and burrowing owl (City of Escondido 2012b).

Wildlife movement primarily occurs within large natural habitat areas in the city. These areas provide two primary landscape linkages: 1) east-west across the northern portion of the city, including Daley Ranch, between the County of San Diego and northern San Marcos; and 2) east west across the southern portion of the city, as part of the San Pasqual River Valley corridor. The southern habitat linkage, in particular, is considered essential for maintaining natural genetic exchange and population connectivity for the California gnatcatcher and coastal cactus wren populations in the San Pasqual River Valley (City of Escondido 2012b).

The MHCP, adopted by San Diego Association of Governments (SANDAG) in 2003, is a comprehensive, multiple jurisdictional sub-regional habitat planning program designed for north western San Diego County. The City of Escondido is included in the MHCP study area for which SANDAG, in cooperation with the City of Escondido, created a Draft Escondido Subarea Plan. The subarea plans describe specific biological conservation policies each city agrees to institute to implement the MHCP (City of Escondido 2001). The public review draft of the Escondido Subarea Plan was released in 2001; however, the subarea plan was not adopted by the city. The subarea plan covers the entire City boundary and approximately 3,000 acres of unincorporated County land within the City's sphere of influence (City of Escondido 2001).

3.4.2 Discussion

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

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in substantial adverse direct and indirect effects to special-status species, including injury, mortality, habitat modification, and disturbance. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of the GHG reduction measures, construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways and parking lots where candidate, sensitive, or special-status species or their habitats are not present. In addition, tree planting would occur within City parks, public rights-of-way, and new development projects. Further, future projects would be required to comply with General Plan Policy 1.5, which directs the City to require that a qualified professional conduct a survey for proposed development projects located in areas potentially containing significant biological resources to determine their presence and significance. The survey shall address any flora or fauna of rare and/or endangered status, declining species, species and habitat types of unique or limited distribution, and/or visually prominent vegetation. General Plan Policy 1.8 directs the City to require proposed development projects to implement appropriate measures to minimize potential adverse impacts on sensitive habitat areas, such as buffering and setbacks.

Projects would be required to comply with existing federal and State regulations that protect conserve, protect, and preserve special-status species, and their habitat, and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. Specifically, the federal Endangered Species Act (ESA) (16 U.S.C. section 1531 et seq.) regulates the taking of species listed in the ESA as threatened or endangered. In general, persons subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of State law. Pursuant to the California Endangered Species Act (CESA), a permit from

CDFW is required for projects that could result in the "take" of a plant or animal species that is listed by the State as threatened or endangered. In addition, California Fish and Game Code sections 3511, 4700, 5050, and 5515 prohibit take or possession of fully protected species and do not provide for authorization of incidental take. Compliance with ESA, CESA, and California Fish and Game Codes would minimize project specific impacts and protect special-status species and their habitat. For all of the foregoing reasons implementation of the GHG reduction measures would not cause a substantial adverse direct and indirect effects to special-status species. Impacts would be **less than significant**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in a substantial adverse direct and indirect effects to riparian habitat or other sensitive natural community. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of the GHG reduction measures construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways and parking lots where riparian habitat or other sensitive natural communities are not present. In addition, tree planting would occur within City parks, public rights-of-way, and new development projects. Further, future projects would be required to comply with General Plan Policy 1.10 which requires the City to prohibit any activities in riparian areas other than those permitted by appropriate agencies charged with protected those areas.

Projects would be required to comply with local regulations that protect riparian habitat and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. Specifically, EMC Section 33-1062 which requires implementation of best management practices that preserve riparian buffers and corridors where feasible, and EMC Section 33-1066 which requires the preservation of riparian areas. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve riparian habitat and sensitive natural communities. For all of the foregoing reasons, implementation of the GHG reduction measures would not cause a substantial adverse direct and indirect effects to riparian habitat or other sensitive natural community. Impacts would be **less than significant**.

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

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in a substantial adverse direct and indirect effects to wetlands. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of the GHG reduction measures construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways and parking lots where protected wetlands are not present. In addition, tree planting would occur within City parks, public rights-of-way, and new development projects.

Projects would be required to comply with state and local regulations that protect wetlands and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected.

Specifically, the Clean Water Act (CWA) and California Water Code, administered by the San Diego Regional Water Quality Control Board (San Diego RWQCB), prohibits the discharge of any pollutants from a point source into navigable waters, which includes wetlands adjacent navigable waters. Further, future projects would be required to comply with General Plan Policy 1.6 which directs the City to preserve and protect significant wetlands, if possible, and Policy 6.6 which directs the City to control encroachments into wetlands and designated floodways to protect the community's water resources. Federal, State, and local requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve wetlands. For all of the foregoing reasons, implementation of the GHG reduction measures would not cause a substantial adverse direct and indirect effects to wetlands. Impacts would be **less than significant**.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in a substantial adverse direct and indirect effects to wildlife corridors. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of GHG reduction measures, construction activities associated with their implementation would occur in already disturbed areas, developed areas such as roadways and parking lots where wildlife corridors are not present.

Projects would be required to comply with local regulations that protect wildlife corridors and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. Specifically, the City of Escondido Master Plan for Parks, Trails, and Open Space requires the preparation of a detailed biological report from a qualified biologist prior to modification of an existing wildlife corridor. As part of the grading permit approval process, EMC Article 55 requires identification of biological habitats, areas of disturbance, setbacks, and mitigation measures to reduce potential impacts. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve wildlife corridors. For all of the foregoing reasons, implementation of the GHG reduction measures would not cause a substantial adverse direct and indirect effects to wildlife corridors. Impacts would be **less than significant**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant. The implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, disturb protection biological resources and conflict with local policies or ordinances. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of GHG reduction measures, construction activities associated with their implementation would occur in already disturbed areas, developed areas such as roadways and parking lots where protecting biological resources are not present. Future projects would be required to comply with General Plan Policy 1.9 which directs the City to encourage proposed development projects to minimize the removal of significant stands of trees unless needed to protect public safety and to limit tree removal to the minimum amount necessary to assure continuity and functionality of building spaces.

Projects would be required to comply with local regulations that protect biological resources and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and

environmental review under CEQA that would ensure that identified resources are appropriately protected. Specifically, EMC Section 1068 prohibits the removal of trees and/or encroachment by new construction or improvements into the dripline of protected and required trees within the public right-of-way without a vegetation removal permit. In addition, pursuant to EMC Section 33-1069 every feasible effort shall be made to preserve sensitive biological habitat, sensitive biological species, mature trees, and protected trees in-place. For all of the foregoing reasons, implementation of the GHG reduction measures would not conflict with local policies or ordinances protecting biological resources. Impacts would be **less than significant**.

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

Less than significant. The Draft Escondido Subarea Plan has not been adopted. However, the City complies with the conservation policies identified in the MHCP through use of the Draft San Escondido Subarea Plan as an implementation tool. Further, implementation of GHG reductions measures that would involve ground disturbing activities, including grading and excavation, would occur in already disturbed, developed areas such as roadways and parking lots. Therefore, GHG reduction measures would not conflict with provisions of SANDAG's MHCP. Impacts would be **less than significant**.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

CEQA defines historic resources as those that are listed on, or determined to be eligible for listing on, the California Register of Historical Resources (CRHR) or a local register, or are otherwise determined to be historical pursuant to CEQA (PRC Section 21084.1) or CEQA Guidelines (CCR Title 14, Section 15064.5). The CRHR also includes properties formally determined eligible or listed in the National Register of Historic Places (PRC Section 5024.1). A historic resource may be an object, building, structure, site, area, place, record, or manuscript that is historically significant or significant in terms of California's architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records (PRC Section 5020.1(j)). Typically, historic resources are more than 50 years old. The City of Escondido contains historical sites that are designated on local, state, and national historical lists, and meet the definitions of historical resources under Section 15064.5(a) of the State CEQA Guidelines. These include historic districts, parks, buildings, roadways, and bridges (City of Escondido 2012b).

Archaeological resources may be considered historic resources or, if not, they may be determined to be "unique" as defined by CEQA (PRC Section 21083.2(g)). A "unique archaeological resource" is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. Archaeological resources within the City are primarily associated with settlements patterns of the area over time beginning approximately 10,000 years ago. The city has recorded hundreds of known archaeological sites, but the locations are kept confidential in order to protect resources. Known archaeological resources within archaeological sites include, but are not limited to, bedrock milling sites, midden deposits, rock art, stone artifacts, concrete pads, local stone foundations, and refuse scatters containing historic age trash (City of Escondido 2012b).

3.5.2 Discussion

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

Less than significant. Implementation of certain GHG reduction measures would involve structural improvements that could, depending on their location, result in direct or indirect changes to listed or eligible historical resources. For example, such changes could result from construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2,

T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, projects would be required to comply with existing federal, State, and local regulations that protect historical resources and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. For example, following the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings would ensure that implementation of any GHG reduction measures involving historical resources, would not adversely change the historical resource. Compliance with the EMC Article 40, Section 33-798, would protect historic resources from adverse change by requiring the project proponent to obtain a permit and Certificate of Appropriateness for any new construction, and/or alteration that would affect the exterior appearance of an historical resource listed on the local register, or located within an historical overlay district, including the back, sides, and street façade, even when a building permit is not otherwise required. Additional permits, as well as review by the planning commission, may also be required. For all of the foregoing reasons, implementation of the GHG reduction measures would not cause a substantial adverse change in the significant of a historical resource. Impacts would be **less than significant**.

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

Less than significant with mitigation incorporated. Implementation of certain GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, impact archaeological resources. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). The exact locations of future projects are unknown at this time; therefore, implementation of GHG reduction measures could disturb previously unrecorded archaeological resources, if present on the project site, during ground disturbing activities. The potential for disturbance may be reduced through surveying a site to determine the likelihood that archaeological resources are present, review of records to determine if archaeological resources are known to occur in the area, and then designing future projects to avoid areas where resources may be present. However, if surface evidence and cultural records do not exist for a site, construction activities associated with the future projects would have the potential to disturb archaeological resources. This impact would be **potentially significant**.

Mitigation Measure CR-1: Tribal Cultural Resource Treatment and Monitoring Agreement

The City of Escondido Planning Division ("City") recommends that the Applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities.

Mitigation Measure CR-2: Retain a Qualified Archaeologist and Native American Monitor

Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement a monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native

American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

Mitigation Measure CR-3: Attend Pre-Grading Meeting

The qualified archaeologist and a Native American monitor shall attend a pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

Mitigation Measure CR-4: Temporarily Halt Ground Disturbance Operation

In the event that previously unidentified archaeological and/or tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

Mitigation Measure CR-5: Notify the City of Archaeological and/or Tribal Cultural Resource Discovery

If a potentially significant archaeological and/or tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

Mitigation Measure CR-6: Avoidance and/or Preservation of Discovery

The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

Mitigation Measure CR-7: Collection and Treatment of Resources

If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

Mitigation Measure CR-8: Monitoring and/or Evaluation Report

Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources

Significance after Mitigation

Implementation of Mitigation Measures CR-1 through CR-8, listed above, would reduce impacts associated with archaeological resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented archaeological and tribal cultural resources. Therefore, with implementation of Mitigation Measure CR-1 through CR-8, this impact would be **less-than-significant with mitigation incorporated**.

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

Less than significant. Implementation of certain GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, disturb human remains interred outside formal cemeteries. For example, construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). Location of grave sites and Native American remains can occur outside identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within future project sites and could be uncovered during construction activities. This impact would be **potentially significant**.

Mitigation Measure CR-9: Inadvertent Discovery of Human Remains

As specified by California Health and Safety Code Section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code Section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Native American monitor.

Significance after Mitigation

Implementation of Mitigation Measure CULT-9 would reduce impacts associated with archaeological resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of human remains. Therefore, with implementation of Mitigation Measure CULT-9, this impact would be **less-than-significant with mitigation incorporated**.

3.6 ENERGY

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

3.6.1 Environmental Setting

San Diego Gas & Electric (SDG&E) is a regulated public utility that provides energy service to 3.6 million people within a 4,100-square-mile service area that encompasses 25 cities throughout San Diego and southern Orange counties (SDG&E 2020). SDG&E is the primary electricity and natural gas supplier for the City of Escondido (City of Escondido 2012b). SDG&E obtains electricity from a variety of sources, including SDG&E-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. In 2017, SDG&E achieved a renewable energy procurement rate of 44 percent (SDG&E 2018).

FEDERAL REGULATIONS

Energy Policy and Conservation Act, and Corporate Average Fuel Economy Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally-fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007

increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

STATE REGULATIONS

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

The CEC, CPUC, and now defunct Consumer Power and Conservation Financing Authority prepared the first State of California Energy Action Plan (EAP) in 2003 to establish shared goals and specific actions to ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers. The plan was updated in 2005 and 2008 to address policy the emerging importance of climate change, transportation-related energy issues, and research and development activities (CEC and CPUC 2008).

Executive Order B-18-12

Executive Order (EO) B-18-12, which was signed by Governor Brown in 2012, proclaims that State agencies take actions to reduce entity-wide GHG emissions by at least 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline. This order also directed State agencies to use clean onsite power generation to the extent feasible and to obtain LEED "Silver" certification or higher for any new or substantially renovated structure larger than 10,000 square feet.

California Green Building Standards

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and will apply to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (CCR Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency standards will result in a 53 percent reduction in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003).

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, NHTSA and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO_2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, EO B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

LOCAL REGULATIONS

City of Escondido Municipal Code

Section 33-1122, *Electric generating facility* of the City's Municipal Code provides expedited processing of permitting for solar-energy systems. In general, permits are issued unless the building official finds that the installation of a solar-energy system will have a specific, adverse, impact upon the public health or safety, requiring a conditional use

permit. If a minor conditional use permit is required by the building official, a written appeal may be issued to the planning commission. Decisions of the planning commission may be appealed to the city council pursuant to Article 61, Division 6 of the Zoning Code (City of Escondido 2012b).

3.6.2 Discussion

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

Less than significant. Implementation of certain GHG reduction measures would result in the consumption of energy resources during construction and operation. GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), would consume energy resources such as electricity, fuels, and non-renewable resources during construction. These types of projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips and construction equipment may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. Demand for energy resources during construction would vary throughout the construction period and would generally cease upon completion of construction. Occasional maintenance activities for these facilities and operational vehicle trips would be minimal; thus, associated operational fuel consumption would also be minimal. Furthermore, these types of projects are intended to improve energy efficiency and reduce reliance on fossil fuels, which are beneficial impacts.

Measure S-8.1 would result in increased waste diversion, which could lead to rerouting haul truck trips from landfills to composting and recycling facilities. However, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. Therefore, any net change in energy consumption is anticipated to be minimal.

Measure C-9.1, C-9.2, and A2.1 would increase tree planting in City parks, public rights-of-way, and new developments. These activities would not require heavy equipment but could result in a small amount of fuel consumption when delivering trees and from indirect electricity use for watering. However, these measures are intended to reduce the urban heat island effect, improve air quality, and reduce the amount of energy consumed for cooling in the summer. Therefore, these projects would be considered necessary and beneficial uses of energy resources.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could result in energy consumption. Overall, the goal of the proposed CAP is to reduce GHG emissions generated within the City by using alternatively fueled vehicles, reducing VMT, increasing energy efficiency, using renewable energy, reducing waste generation, reducing water use, and increasing carbon sequestration. Although some GHG reduction measures would result in temporary construction activities that would consume energy resources, standard best management practices would discourage unnecessary idling and the operation of poorly maintained equipment during construction. Moreover, while GHG reduction measures were formulated to reduce GHGs, many would improve energy efficiency and decrease reliance on fossil fuels. Thus, implementation of the proposed CAP would not result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation. This impact would be **less than significant**.

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

Less than significant. Relevant plans that pertain to the efficient use of energy include the EAP, which focuses on energy efficiency; demand response; renewable energy; the supply and reliability of electricity, natural gas, and transportation fuels; and achieving GHG reduction targets (CEC and CPUC 2008). The GHG reduction measures were developed in part by evaluating the effectiveness of the 2013 CAP. Reduction measures were significantly revamped, while obsolete reduction measures were removed and replaced with new actions and supporting measures, necessary to reduce GHG emissions consistent with AB 32, SB 32, and Executive Orders B-30-15 and S-3-05. As discussed above in Criterion (a) although implementation of the GHG reduction measures would consume energy resources during construction and operation, overall the measures would increase energy efficiency and use of renewable energy and therefore, would not constitute the wasteful, inefficient, or unnecessary consumption of energy. Furthermore, although the GHG reduction measures were formulated to reduce GHGs, they also act to conserve energy and reduce reliance on fossil fuels. Measures to increase energy efficiency, support the conversion from gasoline or diesel to electricity or alternative fuels, and increase the supply of renewable energy would directly support EAP goals and strategies. Lastly, all GHG reduction measures proposed would support the EAP's goal of achieving GHG reduction targets because the proposed CAP is intended to reduce GHG emissions generated within the City. Therefore, the proposed CAP would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be **less than significant**.

3.7 GEOLOGY AND SOILS

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

3.7.1 Environmental Setting

The City of Escondido is in the foothills subprovince of the Peninsular Ranges Geomorphic Province, an area that transitions between the coastal plain to the west and the granitic highlands to the east. Elevations range from 600 to 2,000 feet above mean sea level and surface exposures in the area include rocks ranging from Mesozoic to Quaternary in ages as well as recent soils and alluvial deposits of variable depth and composition (City of Escondido 2012b).

EARTHQUAKE HAZARDS

The plan area is not located within an Alquist-Priolo Fault Zone: there are no known active fault lines within the plan area and the potential for surface fault displacements is considered low. The plan area is in a region of high seismic potential due to several active faults in the greater region, including the San Jacinto, Elsinore, and Rose Canyon Fault Zones, all of which are located outside of the plan area (City of Escondido 2012b).

Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is generally 50 feet or less below the surface. When these sediments are shaken during an earthquake, a sudden increase in pore water pressure can cause the soils to lose strength and behave as a liquid. In the plan area, liquefaction hazard areas primarily occur along natural waterways, such as Escondido Creek, Reidy Creek and Lake Wohlford (City of Escondido 2012b).

Ground shaking from an earthquake can cause landslides or result in a boulder-rolling hazard in boulder-strewn hillside areas. The plan area contains small landslide hazard areas, which are located along the periphery, on slopes greater than 25 percent (City of Escondido 2012b).

SOIL CHARACTERISTICS

Soils in the plan area generally consist of well-drained, medium-to coarse-grained, often rocky sandy loams, commonly with clay loam substrata and underlying igneous and metamorphic bedrock. Most of the soils within the plan area have severe erodibility limitations. There are also small areas of highly expansive soils within the plan area, generally located around the periphery. Expansive soils are deposited in a loose, highly porous state, then harden and remain dry after deposition. Upon contact with moisture, the weak cementation between the loose soil particles softens and can result in settlement or collapse. The plan area has had no known cases of lateral spreading resulting in damage to property or structures and has a very low potential of subsidence, due to underlying geologic formations that are mostly granitic (City of Escondido 2012b).

PALEONTOLOGICAL SENSITIVITY

Geologic formations within the plan area include alluvial deposits from the Holocene and Pleistocene era, granitic and other intrusive crystalline rocks from the mid-Cretaceous era, and metamorphic formations of sedimentary and volcanic origin from the Mesozoic era. None of the formations are considered to have high paleontological sensitivity. Several of the formations are considered to have moderate paleontological sensitivity, including areas in the central portion of the City (City of Escondido 2012b).

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No impact. There are no delineated Alquist-Priolo Earthquake Fault Zones within the plan area. No impact would occur.

ii) Strong seismic ground shaking?

No impact. The plan area is in a region of high seismic potential due to several active faults in the greater region. However, the proposed CAP does not include construction of habitable structures and thus would not result in the exposure of new people or property to strong seismic ground shaking hazards. **No impact** would occur.

iii) Seismic-related ground failure, including liquefaction?

No impact. Liquefaction hazard areas in the plan area primarily occur along natural waterways. However, the proposed CAP does not include construction of habitable structures and thus would not result in the exposure of new people or property to seismic-related ground failure, including liquefaction. **No impact** would occur.

iv) Landslides?

No impact. The plan area contains small landslide hazard areas, which are located along the periphery, on slopes greater than 25 percent. However, the proposed CAP does not include construction of habitable structures and implementation of GHG reduction measures would not require substantial ground disturbing activities that could cause a landslide. **No impact** would occur.

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

Less than significant. Most of the soils within the plan area have severe erodibility limitations. Thus, implementation of GHG reduction measures that would involve ground disturbing activities have the potential to cause soil erosion and loss of topsoil. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). Given the nature of the GHG reduction measures, ground disturbing activities associated with their implementation would generally occur in already disturbed, developed areas such as roadways or parking lots. Future projects would be required to comply with the City's Design Standards and Standard Drawings, which specifies grading and erosion control standards (City of Escondido 2014). Therefore, the proposed CAP would not result in substantial soil erosion of the loss of topsoil. Impacts would be **less than significant.**

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

No impact. Landslide hazards and liquefaction are discussed in criteria (a.iii) and (a.iv). The plan area has had no known cases of lateral spreading resulting in damage to property or structures and has a very low potential of subsidence. Furthermore, CAP implementation does not include construction of habitable structures that could be affected by lateral spreading, subsidence, or collapse. **No impact** would occur.

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

No impact. Expansive soils are known to occur within the plan area; however, the proposed CAP does not include construction of habitable structures that could be affected by expansive soils. **No impact** would occur.

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

No impact. The proposed CAP does not include installation of any septic tanks or alternative waste water disposal systems. **No impact** would occur.

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

Less than significant. There are areas within the central portion of the City that are underlain by geologic formations of moderate paleontological sensitivity. Thus, implementation of GHG reduction measures that would involve ground disturbing activities have the potential to disturb unique paleontological resources. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). Given the nature of the GHG reduction measures, ground disturbing activities associated with their implementation would generally occur in already disturbed, developed areas such as roadways or parking lots. Furthermore, future projects would be consistent with General Plan Goal 5 and Policies 5.2, which call for the preservation of important cultural and paleontological resources that contribute to the unique identity and character of Escondido. Policy 5.2 encourages the preservation of significant cultural and paleontological resources listed on the national, state, or local registers through maintenance or development of appropriate ordinances that protect, enhance, and perpetuate resources; incentive programs; and/or the development review process (City of Escondido 2012a). For all the foregoing reasons, the proposed CAP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be **less than significant**.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere that ultimately result in climate change is not precisely known, but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of the CEQA, GHG impacts relative to global climate change are inherently cumulative.

Although there is strong scientific consensus that global climate change is occurring and is influenced by human activity, there is less certainty as to the timing, severity, and potential consequences of the climate phenomena. Scientists have identified several ways in which global climate change could alter the physical environment in California (CNRA 2012, DWR 2006, IPCC 2007). These include:

- increased average temperatures;
- modifications to the timing, amount, and form (rain vs. snow) of precipitation;
- changes in the timing and amount of runoff;
- reduced water supply;
- deterioration of water quality; and
- elevated sea level.

FEDERAL REGULATIONS

The EPA is the federal agency responsible for implementing the federal CAA and its amendments. EPA has taken steps to regulate GHG emissions and lent support for State and local agencies' efforts to reduce GHG emissions. In October 2012, EPA and the National Highway Traffic Safety Administration (NHTSA), issued rules to reduce GHG emissions and improve corporate average fuel economy standards for light-duty vehicles for model years 2017 and

beyond (77 FR 62624). On August 2, 2018, NHTSA and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO_2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

STATE REGULATIONS

Executive Order S-3-05

EO S-3-05, signed by Governor Arnold Schwarzenegger in 2005, establishes total GHG emission targets for the State. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that these reductions "shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the Statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020. (c) The [Air Resources Board] shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020." [California Health and Safety Code, Division 25.5, Part 3, Section 38551]

On December 14, 2017, CARB approved the *2017 Climate Change Scoping Plan* (2017 Scoping Plan). The 2017 Scoping Plan lays out the framework for achieving the mandate of SB 32 of 2016 to reduce Statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017). On July 11, 2018, CARB announced that California has met its target of reducing GHG emissions to below 1990 levels by 2020 (CARB 2018).

Executive Order B-30-15

On April 20, 2015 Governor Brown signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a Statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

LOCAL

San Diego County Air Pollution Control District

SDAPCD administers EPA's Prevention of Significant Deterioration and Title V GHG Tailoring Rule through Rule 20.3(d)(3) and Regulation XIV (Title V Operating Permits), respectively. SDAPCD has not developed thresholds of significance or guidance for analysis of GHGs under CEQA.

3.8.2 Discussion

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

Less than significant. The proposed CAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development; however, implementation and any associated construction related to GHG reduction measures in the proposed CAP adoption have the potential to directly or indirectly emit GHG emissions.

GHG reduction measures that would result in the construction of electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), would generate GHG-emissions from the operation of construction equipment, construction worker vehicle trips, and truck hauling trips. These types of projects would not involve substantial numbers of workers or extensive use of construction equipment. Moreover, Measure T-2.3 would increase use of renewable or alternative fuels in construction equipment, which could result in reduced GHG emissions from construction equipment. Occasional maintenance activities for these facilities and operational vehicle trips would be minimal; thus, associated operational GHG emissions would also be minimal.

Measure S-8.1 would result in increased waste diversion, which could lead to rerouting haul truck trips from landfills to composting and recycling facilities. A net increase in the number of haul truck trips and associated GHG emissions within the City would not be anticipated. Thus, construction and operational activities associated with implementation of these GHG reduction measures would not be expected to result in substantial GHG emissions.

Because program implementation details are unknown, it would be speculative to analyze whether implementation of Measure E-5.3, the increase in the supply of grid electricity from renewable or zero-carbon sources, would result in physical construction or expansion of electricity generation or other facilities. However, it can be concluded that Measure E-5.3 would contribute to accelerating the State's renewable energy mix beyond State goals. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could result in GHG emissions.

Overall, the proposed CAP would reduce GHG emissions generated within the City by using alternatively fueled vehicles, reducing VMT, using renewable energy, reducing waste generation, and increasing carbon sequestration. In addition, GHG reduction measures that support energy efficiency and renewable energy generation would reduce GHG emissions at power plants generating electricity that serves the City. Climate adaptation measure A-1.1 would require the City to implement programs, projects, and infrastructure improvements to anticipate, plan for, and mitigate the risks of climate change. Further, climate adaptation measure A-1.3 would require the City to focus planning and intervention programs in neighborhoods that currently experience social or environmental injustice. Thus, any temporary GHG emissions would be offset by the by the overall net benefit of GHG emissions reduction after implementation of the proposed CAP. Therefore, implementation of the GHG reduction measures would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be **less than significant**.

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

Less than significant. Based on Appendix G of the CEQA Guidelines, a project would have a significant impact if it would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Applicable plans, policies, or regulations include Statewide GHG emission targets established by AB 32, SB 32, and EO S-3-05; the 2017 Scoping Plan; regulations regarding increased use of renewables for electricity production (SB X1-2 and SB 100); and the City of Escondido General Plan (2012).

As discussed in Section 2.4, "Reduction Targets," of the proposed CAP, the proposed CAP primarily focuses on reducing emissions by 2020, 2030, and 2035, consistent with State mandates including SB 32 and the 2017 Scoping Plan, and the City's General Plan horizon year of 2035. California's GHG reduction targets have been legislatively adopted for 2020 and 2030, while the 2050 goal is expressed in an EO. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 15-year time frame for which defensible reduction assumptions can be made. Meeting the long-term 2050 goal would require significant improvements in the availability and/or cost of near-zero and zero-emissions technology, as well as potential increased reductions from ongoing State and Federal legislative actions that are currently unknown. New methods may become available to quantify measures that are currently unquantifiable, and new State and federal regulations may further reduce emissions in sectors currently addressed primarily by local City measures. In addition, CARB's Scoping Plan is focused on meeting the 2030 reduction target, as directed in SB 32. As discussed in the Environmental Setting, the State's 2030 target is an interim target needed to meet the longer-term 2050 target. By meeting its 2030 and 2035 targets, the City would be on track to meeting its 2050 goal. Therefore, the City's proposed CAP aligns with the State in setting 2030 and 2035 targets.

Section 2.3 of the proposed CAP, "Emissions Projections," provides two emissions scenarios referred to as the "business as usual" (BAU) and legislatively-adjusted BAU. Both the BAU and Legislatively-Adjust BAU projections assume that population, employment, and transportation activity will grow over time, consistent with SANDAG projections. BAU emissions projections consider how the City's GHG emissions would change over time without further policies or actions in place to reduce GHG emissions. The legislatively-adjusted BAU emissions projections account for legislative actions at the State and federal levels that would affect emissions, such as the California Renewables Portfolio Standard, and federal and State vehicle efficiency standards. The proposed CAP's selected future target years of 2020, 2030, and 2035 are based on the State's GHG reduction target years established in key State legislation and policies, including AB 32, SB 32, and EO S-3-05.

From the City's 2012 inventory, shown in Table 2-2, "2012 City of Escondido Greenhouse Gas Emissions Inventory" of the proposed CAP, the targets and long-term goals mentioned aim to reduce annual City emissions to 547,000 and 456,000 metric ton of carbon dioxide equivalent ($MTCO_2e$) by 2030 and 2035 respectively. As shown in Figure 2-3, "City of Escondido Emissions Projects" of the proposed CAP, the City is projected to meet the 2020 target due to existing legislative actions but would require additional GHG reductions to meet the 2030 and 2035 targets. Federal and State legislative actions alone would not be adequate to achieve the City's 2030 and 2035 GHG reduction goals. The City would need to reduce annual legislative-adjusted BAU 2030 and 2035 emissions by 61,000 and 122,000 $MTCO_2e$ respectively to meet its reduction targets.

The proposed CAP would reduce emissions by 2020, 2030, and 2035, consistent with legislatively-adopted State 2020 and 2030 targets and the City's General Plan 2035 horizon year. After adoption of the proposed CAP, GHG reduction measures would be implemented and monitored periodically, to reduce emissions. As the overall goal of the proposed CAP is to reduce GHG emissions generated within the City by using alternatively fueled vehicles, reducing VMT, increasing energy efficiency, using renewable energy, reducing waste generation, reducing water use, and increasing carbon sequestration, the proposed CAP is consistent with the City's General Plan air quality and climate protection policies.

Implementation of the proposed CAP would be consistent with the City's overall goal to reduce GHG emissions, consistent with Statewide targets, and would support a variety of other State and local plans, policies, and regulations. Therefore, this impact would be **less than significant**.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

This section describes the environmental setting and impacts related to hazards and hazardous materials. For the purposes of this analysis, the term "hazards" refers to risk associated with such issues as fires, explosions, exposure to hazardous materials, and interference with emergency response plans. The term "hazardous material" is defined in different ways for different regulatory programs. For this analysis, "hazardous material" is defined by the California Health and Safety Code, Section 25501: "because of their quantity, concentration, or physical or chemical characteristics, (they) pose a significant present or potential hazard to human health and safety or to the environment if release into the workplace or the environment."

"Hazardous waste" is a subset of hazardous materials. For this analysis, "hazardous waste" is defined by the California Health and Safety Code, Section 25517, and in the California Code of Regulations, Title 22, Section 66261.2: "because

of their quantity, concentration, or physical or chemical characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." California Government Code section 65962.5 requires the California Environmental Protection Agency to compile, maintain, and updated specified lists of hazardous material release sites. Table 3-3 includes a summary of known hazardous materials release sites located within the plan area (SWRCB 2020).

Table 3-3 Hazardous Material Release Sites within the Plan Area

Site Type	Site Count	Site Status
Leaky Underground Storage Tank (LUST) Cleanup Site	185	Case Closed
	9	Open
Cleanup Program Site	112	Case Closed
	10	Open

Source: State Water Resources Control Board GeoTracker Case List, 2020

There are no public airports or private airstrips within the City. The nearest airport is the McClellan-Palomar Airport locate approximately 12 miles west of the City.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped Fire Hazard Severity Zones (FHSZs) for the entire State. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, several areas around the perimeter of the City are categorized as very high FHSZs (CAL FIRE 2009).

3.9.2 Discussion

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

Less than significant. The implementation of GHG reduction measures would involve the use of hazardous materials during construction and routine maintenance. However, all future projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Regulations that would be required of those transporting, using or disposing of hazardous materials include the Resource Conservation and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Transportation Act; Title 22; CCR Title 27, and California Fire Code, adopted by reference in EMC Section 11-15. For all the foregoing reasons, implementation of GHG reduction measures would not create a significant hazard through the routine transport, use, or disposal of hazardous materials. For all the foregoing reasons, impacts would be **less than significant**.

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

Less than significant. As discussed in Criterion (a) above, all future projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Enforcement of these regulatory standards would ensure that GHG reduction measures facilitated by CAP implementation would not create a significant hazard

through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. For all the foregoing reasons, impacts would be **less than significant**.

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

Less than significant. All future projects facilitated by implementation of GHG reduction measures would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Because such laws are established to be protective of human health and the environment, compliance with applicable regulations is sufficient to ensure that any hazardous materials used during CAP implementation would not result in hazardous emissions within one-quarter mile of an existing or proposed school. Enforcement of General Plan policies would prevent hazardous emissions within a quarter mile of an existing school. For example, General Plan Policy 8.11 directs the City to maintain strict land use controls, performance standards, and structure design standards for uses that generate, use, or store hazardous materials, including setbacks from sensitive uses such as schools. For all the foregoing reasons, impacts would be **less than significant**.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant. Sites with the potential to contain soil and/or groundwater contamination are located throughout the city. GHG reduction measures would involve ground disturbing activities, including grading and excavation, could, depending on their location, be located on a hazardous materials site. Enforcement of General Plan policies would prevent siting future projects on hazardous materials sites. For example, General Plan Policy 8.10 directs the city to require project proponents of projects in known contamination areas to conduct comprehensive soil and groundwater contamination assessments, in accordance with applicable regulations. If contamination exceeds regulatory levels, the city requires project proponent to undertake remediation procedures consistent with county, regional, and state regulations prior to grading and development of the site. For this reason, the GHG reduction measures facilitated by CAP implementation would not create a significant hazard to the public or the environment. Impacts would be **less than significant**.

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

No impact. The implementation of GHG reductions measures would not result in new or relocated residential land uses, other types of noise-sensitive receptors, or new places of permanent employment where residents or workers could be exposed to a safety hazard or excessive noise. The nearest airport, McClellan-Palomar Airport, is approximately 12 miles west of the city. Therefore, GHG reduction measures would not expose residents or workers to a safety hazard or excessive noise levels. **No impact** would occur.

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

Less than significant. GHG reduction measures that would result in the construction of new roundabouts and bicycle infrastructure (T-2.2, T-3.5) could alter existing roadways that serve as emergency access routes, which would have the potential to impair adopted emergency response plans. As discussed in Section 3.17, "Transportation," criterion (d), the proposed CAP would not result in inadequate emergency access due to adherence to the City's Design Standards and Standard Drawings, which would ensure that roadways improvements implemented under the CAP would provide adequate access for fire and emergency responders (City of Escondido 2014). Therefore, the proposed

CAP would not physically interfere an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

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

Less than significant. Implementation of GHG reduction measures would involve ground disturbing activities, including grading and excavation, could, depending on their location, require the temporary and periodic use of construction vehicles and equipment. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts and bicycle infrastructure (T-2.2, T-3.5). However, given the nature of the GHG reduction measures, construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways and parking lots where wildfire risk is low. In addition, enforcement of the 2019 California Fire Code, adopted by reference in EMC Section 11-15, would require the implementation of fire safety measures during construction such as prohibition of smoking except in approved areas and proper use of motorized equipment so that exhausts do not discharge against combustible material, and require refueling to occur while equipment is not in operation. Further, climate adaptation measure A1.4 would direct the City to work with CALFIRE, City of San Marcos, County of San Diego, City of Vista, and City of Poway to reduce risk from high fire hazard areas and develop effective response mechanisms and evacuation scenarios. Climate adaptation measure A2.2 and A2.3 would require the City to prepare a wildfire risk assessment of existing single-family homes, and enforce statutory standards for provision of defensible space inhibiting wildfire spread on private properties, and implement brush clearing and fuel breaks to manage the potential spread of wildfire. For all the foregoing reasons, implementation of the GHG reduction measures would not exacerbate wildfire risks. Impacts would be **less than significant**.

3.10 HYDROLOGY AND WATER QUALITY

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

3.10.1 Environmental Setting

The city is located within the South Coast Groundwater Hydrologic Region and covers portions of the Escondido Valley Groundwater Basin and the San Pasqual Valley Groundwater Basin (DWR 2020). The Escondido Valley Groundwater Basin underlies the northern area of the city. This groundwater basin consists of a northeast trending valley drained by Escondido Creek. The San Pasqual Groundwater Basin covers portions of the southeastern area of the city. This groundwater basin underlies San Pasqual Valley and Cloverdale, Rockwood, and Bandy Canyons (City of Escondido 2012b).

The city is located within the San Diego Hydrologic Region and includes two watersheds; the San Dieguito River Watershed and Carlsbad Watershed. The San Dieguito River Watershed covers 221,307 acres and consists of one hydrologic unit (HU) (San Dieguito) and five hydrologic areas (HAs), including Solana Beach, Hodges, San Pasqual, Santa Maria Valley, and Santa Ysabel. The watershed contains the San Dieguito River and its tributaries, along with Santa Ysabel and Santa Maria Creeks. It also contains the following reservoirs: Hodges Reservoir, Lake Ramona, Lake

Poway, Sutherland Reservoir, Olivenhain Reservoir, and the San Dieguito Reservoir. The Carlsbad Watershed covers 135,322 acres and includes one HU (Carlsbad) and six HAs, including Loma Alta, Buena Vista Creek, Agua Hedionda, Encinas, San Marcos, and Escondido Creek. The also contains five coastal lagoons including Loma Alta Slough, Buena Vista Lagoon, Agua Hedionda Lagoon, Batiquitos Lagoon, and San Elijo Lagoon; and two small reservoirs, Lake Dixon Lake and Lake Wohlford (City of Escondido 2012b).

Areas within the city that would be subject to flooding during an 100-year storm event include: northern portions of Reidy Creek north of Rincon Avenue; an area alongside Escondido Creek west of Hale Avenue; along Kit Carson Park Creek north of Via Rancho Parkway; an area straddling Midway Drive north of the Escondido Creek channel; and an area straddling Valley Parkway between Ash Street and Citrus Avenue (FEMA 2020; City of Escondido 2012b).

3.10.2 Discussion

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

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, cause soil erosion and contaminate nearby surface water. For example, minor grading, excavation, and other ground disturbance would occur during the construction new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of future projects it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. In addition, tree planting would occur within City parks, public rights-of-way and new development projects. Further, future projects would be required to comply with the City's Design Standards and Standard Drawings and EMC Article 55, which specify grading and erosion control standards (City of Escondido 2014). Construction and post-construction activities would be required to adhere to various federal, State, and regional water quality standards, such as the Municipal Permit and Construction General Permit. As such, runoff volumes and pollutants leaving sites during construction and post-construction operations would be substantially reduced through source control, site design, and/or treatment-control BMPs mandated by these permits. Erosion and sediment controls identified in project-specific storm water pollution prevention plans (SWPPPs) would substantially reduce the amount of soil disturbance, erosion and sediment transport into receiving waters, and pollutants in site runoff during construction. For all of the foregoing reasons implementation of the GHG reduction measures would not result in substantial soil erosion that could degrade surface or groundwater quality. The impact would be **less than significant**.

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

Less than significant. Implementation of GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not involve the substantial use of groundwater or otherwise affect recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Furthermore, implementation of GHG reduction measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase water demand. GHG reduction measures W-6.1 and W-6.2 would reduce outdoor water use for landscape irrigation at city parks and at new single-family and townhome model developments. Therefore, implementation of GHG reduction measures would not decrease groundwater supplies or interfere with groundwater recharge. In addition, GHG reduction measure W-7.1 would require the City to construct and operate a new City of Escondido Membrane Filtration/Reverse Osmosis (MFRO) facility to produce high-quality water supply for local agricultural uses. The impacts of physical changes associated with construction and operation of the MFRO facility were evaluated in

the MFRO Facility for Agriculture Project Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse No. 2020039020) and that analysis is hereby incorporated by reference. As described therein, the MFRO Facility for Agriculture Project IS/MND identified potentially significant impacts to biological resources, cultural resources, and noise. With included mitigation measures listed in Table 4-1, "MFRO Mitigation Monitoring and Reporting Program," of the MFRO Facility for Agriculture Project IS/MND, these impacts were clearly reduced to a less-than-significant level (City of Escondido 2016: 4-2)Therefore, implementation of GHG reduction measures would not decrease groundwater supplies or interfere with groundwater recharge. The impact would be **less than significant**.

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

i) result in substantial erosion or siltation on- or off-site;

Less than significant. Implementation GHG reduction measures that would involve construction activities, could, depending on their location, increase the amount of impervious surface that could result in an increase of surface runoff. However, given the nature of future projects it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. In addition, tree planting would occur within City parks, public rights-of-way and new development projects. Further, future projects would be required to comply with the City's Design Standards and Standard Drawings and EMC Article 55, which specify grading and erosion control standards to avoid or reduce excessive erosion (City of Escondido 2014). For all of the foregoing reasons, implementation of GHG reduction measures would not result in substantial soil erosion. The impact would be **less than significant**.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than significant. Implementation GHG reduction measures that would involve construction activities, could, depending on their location, increase the amount of impervious surfaces that could result in an increase of surface runoff. However, given the nature of future projects it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. Further, future projects would be required to comply with General Plan Policy 6.14 which directs the City to require new development to protect the quality of water resources and natural drainage systems through site design and use of source controls, stormwater treatment, runoff reduction measures, best management practices, and Low Impact Development measures. Construction and post-construction activities would be required to adhere to various federal, State, and regional water quality standards, such as the Municipal Permit and Construction General Permit. As such, runoff volumes and pollutants leaving sites during construction and post-construction operations would be substantially reduced through source control, site design, and/or treatment-control BMPs mandated by these permits. Erosion and sediment controls identified in project-specific SWPPPs would substantially reduce the amount of soil disturbance, erosion and sediment transport into receiving waters, and pollutants in site runoff during construction. Further, climate adaptation measure A2.3 would require the City to consider an integrated approach to flood or water-surge event planning and consider new innovative ways to adapt to climate impacts. For all the foregoing reasons, implementation of the GHG reduction measures would not increase the rate or amount of surface runoff. The impact would be **less than significant**.

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

No impact. Implementation of GHG reduction measures that would result in ground disturbing activities, including grading and excavation, could, depending on their location, require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not generate permanent water drainage flows. Therefore, implementation of GHG reduction measures could not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **No impact** would occur.

iv) impede or redirect flood flows?

No impact. Flooding hazards within the city are located along Reidy Creek, Escondido Creek, and Kit Carson Park Creek. The implementation of GHG reduction measures would not place any structures in or adjacent to these areas. Further, future projects would be required to comply with EMC Section 6-474 which establishes standards for construction in all flood hazards areas. Therefore, implementation of GHG reduction measures could not impede or redirect flood flows. **No impact** would occur.

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

No impact. Flooding hazards within the city are located along Reidy Creek, Escondido Creek, and Kit Carson Park Creek. The implementation of GHG reduction measures would not place any structures in or adjacent to these areas. In addition, implementation of GHG reduction measures would not result in construction of buildings or other facilities or store materials on site where they could be inundated by tsunami, floodwater, or seiche. Further, future projects would be required to comply with EMC Section 6-474 which establishes standards for construction in all flood hazards areas. Further, climate adaptation measure A2.3 would require the City to consider an integrated approach to flood or water-surge event planning and consider new innovative ways to adapt to climate impacts. Therefore, implementation of GHG reduction measures could not impede or redirect flood flows. **No impact** would occur.

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

Less than significant. As discussed in Criterion (a) above, future projects would be required to comply with the City's Design Standards and Standard Drawings and EMC Article 55, which specify grading and erosion control standards to avoid or reduce excessive erosion what could impact water quality. In addition, construction projects that disturb 1 acre would be required to prepare a SWPPP that demonstrates conformance with applicable best management practices that would be implemented to reduce the amount of surface runoff. Further, implementation of GHG reduction measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase water demand. Therefore, implementation of GHG reduction measures would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be **less than significant**.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

Development within the plan area is concentrated within the valley floor of Escondido, where the City's urbanized core surrounds the downtown area. Based on an inventory conducted for the City's updated General Plan land use categories, single and multifamily residential uses represented the dominant land uses, occupying 36,145 acres and 71 percent of the General Plan area. Public land and open space are the second largest land uses, occupying 7,686 acres and 15 percent of the General Plan area (City of Escondido 2012a). Open space areas are located around the perimeter of the plan area, with larger areas in the north and east of the City.

Existing land use designations in the plan area include residential land uses that range from low density rural to high-density urban, several types of commercial and industrial land uses with varying development intensity, office, public land uses, and specific planning areas (City of Escondido 2012b).

3.11.2 Discussion

a) Physically divide an established community?

Less than significant. Implementation of the proposed CAP would not result in development that could physically divide a community. Typically, division of an established community could result from the construction of a physical feature, such as a wall, interstate highway, airport, roadway, or railroad tracks, or the removal of a means of access, such as a local road or bridge that could impair mobility or constrain travel within an existing community, or between a community and outlying areas. The construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4) would reduce vehicle congestion and encourage alternative transit trips, which would increase community connectivity and access. Further, all future improvements to roadways would be required to comply with the City's Design Standards and Standard Drawings (City of Escondido 2014). Therefore, implementation of GHG reduction measures would not result in construction of physical barriers that would change the connectivity between developed areas or physically divide an established community. Impacts would be **less than significant**.

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

No impact. Implementation of the proposed CAP would achieve the City's 2030 GHG reduction target of 42 percent below 2012 levels consistent with Senate Bill 32. The proposed CAP is consistent with General Plan Quality of Life Standard 9, which requires that the City establish a CAP with feasible and appropriate local policies and measures aimed at reducing regional GHG emissions (City of Escondido 2012a). Therefore, the proposed CAP is consistent with the City's General Plan and CAP implementation would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect. **No impact** would occur.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.12.1 Environmental Setting

The DOC Division of Mines and Geology classifies land into mineral resource zones (MRZs), according to the land's known or inferred mineral resource potential. Areas classified as MRZ-2 are underlain by mineral deposits where geologic information shows that significant measured or indicated resources are present. One area designated MRZ-2 exists within the planning area boundary. The area designated MRZ-2 is an alluvial fan deposit located in the southeastern portion of the City. It is almost entirely located within the City of San Diego, except a small segment along the eastern edge of the City of Escondido along Rockwood Road (DOC 1982, City of Escondido 2012b).

There are currently no permitted mines or active extraction sites within the City of Escondido. The City's General Plan does not include a designation for mineral resources or extraction operations. Mining and extraction operations are not listed as a permitted or conditionally permitted use for any zone in the City's Zoning Ordinance (City of Escondido 2012b).

3.12.2 Discussion

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?

Less than significant. The plan area contains a small portion of land designated as MRZ-2. The implementation of GHG reduction measures that would involve ground disturbing activities could, depending on their location, affect mineral resources. Minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). However, given the nature of the GHG reduction measures, construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways and parking lots where known mineral resources are not present. The proposed CAP does not propose land uses that would substantially limit the future availability of known mineral resources. Therefore, implementation of GHG reduction measures would not result in the loss of availability of a known mineral resource and impacts would be **less than significant.**

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. The City's General Plan and zoning ordinance does not include any designations for mineral resources or extraction operations, nor does it identify any locally important mineral resource recovery sites. Therefore, the proposed CAP would not result in the loss of availability of a locally important mineral resource recovery site and **no impact** would occur.

3.13 NOISE

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

3.13.1 Environmental Setting

Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Noise is typically expressed in decibels (dB), which is a common measurement of sound energy. Definitions of acoustical terms used in this section are provided in Table 3-4.

Table 3-4 Acoustic Term Definitions

Term	Definition
Noise	Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted.
Decibel (dB)	Sound levels are measured using the decibel scale, developed to relate to the range of human hearing. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.
Equivalent Noise Level (L_{eq})	The average noise level during a specified time period; that is, the equivalent steady-State noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
Maximum Noise Level (L_{max})	The highest instantaneous noise level during a specified time period.
Community Noise Equivalent Level (CNEL)	Similar to the L_{dn} described above with an additional 5-dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for evening relaxation activities.

Source: Caltrans 2013

Noise can be generated by many sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers.

In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient in nature, such as explosions.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2006; Caltrans 2013b). PPV and RMS vibration velocity are normally described in inches per second. Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006).

The typical background vibration-velocity level in residential areas such as the project area is approximately 50 VdB. Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2006).

EXSTING SENSITIVE RECEPTORS

Noise- and vibration-sensitive land uses are generally considered to include those uses for which noise exposure could result in health-related risks to individuals, as well as uses for which quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, health care facilities, places of worship, hotels, libraries, and other places where low interior noise levels are essential are also considered noise- and vibration-sensitive land uses.

EXISTING NOISE SOURCES

Major roadway sources of noise within the City are vehicular traffic along major roadways (i.e., SR 78 and Interstate 15) and rail traffic along the North County Transit District Sprinter rail line.

The McClellan-Palomar Airport is located roughly 12 miles due west of the City. According an Airport Land Use Compatibility Plan, the facility generated less than 60 dBA CNEL within Escondido's airspace. In addition, air ambulances provide unscheduled emergency patient deliveries by helicopter to the Palomar-Pomerado Hospital of which are subject to noise implications. However, due to the variability of flight schedules and flight patterns there are no law or regulations regarding specific flight patterns (City of Escondido 2012a).

The City contains two outdoor firing ranges. One is municipal owned, located on Valley Center Road and is used as a practicing range for law enforcement personnel and other local, state, and federal organizations. The second firing range is privately owned by the Escondido Fish and Game Association and is located east of Lake Wohlford. The

Escondido Fish and Game Association firing range is open daily and available exclusively to members and the public on a limited basis (City of Escondido 2012a). Due to the operations of the ranges being limited to day time hours, they are not considered as substantial noise sources to the City.

Commercial and industrial land uses are present along major transportation corridors in the urban core of the city. Depending on the type of use, hours of operation, and specific equipment present, these areas could contribute to the surrounding noise environment. In addition, the City also experiences noises common in urban environments such as construction, landscaping equipment, barking dogs, loud music, schools, parks, playgrounds, and churches (City of Escondido 2012a).

CITY OF ESCONDIDO MUNICIPAL CODE

The City's Noise Ordinance (Chapter 17, Article 12. Noise Abatement and Control of the Escondido Municipal Code prohibits the making of disturbing, excessive, offensive or unusually loud noises within the City limits. Excessive noise is considered as a detriment to public health, comfort, convenience, safety, welfare, and prosperity of City residents. Table 3-5 provides Section 17.229(a) sound limit levels for stationary sources at any point on or beyond the boundaries of the property from where the sound is originated according to land use type and a permitted time of day. According to Section 17.234(a-e), construction activities may not exceed more than one hour of 75 dB sound levels and are limited to Monday through Friday between 7:00 a.m. and 6:00 p.m., or on Saturdays between 9:00 a.m. and 5:00 p.m. However, as stated in Section 17.242 (a), the City Manager may waive any or all of the provisions of this subsection in cases where a variance was obtained, and vehicles or equipment used are reduced to the lowest sounds levels while conducting effective operations.

Table 3-5 City of Escondido Sound Level Limits

Zone	Time	Applicable Limit One-hour Average (L_{eq}) Sound Level (Decibels)
Residential	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
Multi-residential	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
Commercial	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
Light Industrial/Industrial Park	Anytime	70
General Industrial	Anytime	75

Source: City of Escondido n.d.

3.13.2 Discussion

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

Less than significant. The proposed CAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development. However, GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), could require the use of heavy equipment and could result in temporary vehicle trips that generate noise.

Using the Federal Transportation Authority's (FTA) equipment types, noise modeling was conducted using typical equipment for the proposed construction projects. The minimum equipment types assumed, including a jackhammer and pick-up truck, are estimated to exceed the City's construction one-hour 75 dB noise standard within 71 feet of a sensitive receptor. Thus, depending on the specific construction activities involved and the proximity of construction activities to existing sensitive receptors, applicable City noise standards for construction could potentially be exceeded(See Appendix B for modeling inputs and outputs). However, enforcement of EMC Section 17.234(a-e), would limit construction activities to Monday through Friday between 7:00 a.m. and 6:00 p.m., or on Saturdays between 9:00 a.m. and 5:00 p.m. As stated in EMC Section 17.242 (d), construction activities may not exceed more than one hour of 75 dB sound levels, unless a variance has been obtained in advance from the City manager. Because projects would be required to comply with the City's noise standards for construction, construction impacts would not occur.

The proposed CAP GHG reduction measures do not advise any new stationary sources of noise nor would they require substantial long-term maintenance activities and associated vehicle trips which would generate noise beyond the limits in Table 3-5. As discussed in Section 3.3, "Air Quality," Criterion (c), Measure S-8.1 could result in the rerouting of daily truck trips. These trips would likely be distributed across multiple roads throughout the City, reducing the noise level at any one receptor along future potential haul routes. Nonetheless, even if the redirection of haul truck trips would occur on a single route, a minimal increase in daily truck trips would not result in a substantial increase in ambient noise levels. As discussed in Section 3.13.1, "Environmental Setting," a doubling of traffic volume on a roadway would have to occur before it would be detectable. Thus, long-term operational noise impacts would not occur.

Thus, for all the foregoing reasons, the proposed CAP would not result in a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. Impacts would be **less than significant**.

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

Less than significant. The proposed CAP is a policy-level document that does not include any site-specific designs, or locations for future improvements. However, GHG reduction measures that would be implemented with the proposed CAP have the potential to result in groundborne vibration from the use of heavy equipment such as bulldozers and loaded haul trucks during project construction, and from haul trucks during the operational phase. These types of equipment could generate groundborne vibrations ranging from 0.035 to 0.089 in/sec PPV at 25 feet and 79 to 87 VdB at 25 feet (FTA 2006) and could expose sensitive receptors to elevated vibration levels. Vibration levels dissipate rapidly at increasing distance from the vibration source. Applying FTA's recommended procedure for determining vibration levels at various distances from the source, the predicted most-conservative ground vibration levels would exceed the threshold of 80 VdB for human disturbance for a large bulldozer at distances within 43 feet. With regard to structural damage, the threshold of 0.2 inch/second PPV would be exceeded for large bulldozers at distances within 15 feet. Actual exposure levels would depend on equipment types, haul truck routes, and proximity to and characteristics of sensitive receptors.

GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle infrastructure, transit stop shelters, and tree planting (T-2.2, T-3.2, T-3.3, T-3.5, C-9.1, C-9.2, A2.1, and A2.4), could require the use of heavy equipment and haul trucks which could generate localized groundborne vibration in the vicinity of the activity. These construction activities would not involve pile driving or other pieces of equipment or activities that would produce substantial groundborne vibration or noise. Measure S-8.1 could result in the rerouting of daily haul truck trips, which could generate vibration impacts on different haul routes. However, given the low likelihood that construction activities or haul truck trips would occur within 43 feet of receptors, it is unlikely that construction or operational vibration impacts would occur. Furthermore, these activities would occur during daytime hours, when people are less sensitive to vibration. Where there is the potential for impacts, it would be routinely addressed with standard mitigation identified during project-level review such as preparing vibration monitoring plans and incorporating project-specific methods for minimizing or reducing vibrational impacts on nearby vibration-sensitive structures. Future discretionary projects would

be required to evaluate project-specific impacts under CEQA at the time of application and project-specific mitigation would be required to minimize or avoid vibration impacts to the extent feasible in compliance with CEQA Guidelines section 15126.4. Implementation of the other GHG reduction measures in the proposed CAP would not involve short- or long-term physical changes that could result in temporary or operational vibration impacts. Thus, impacts related to excessive groundborne vibration would be **less than significant**.

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

No impact. The McClellan-Palomar Airport is roughly 12 miles due west of the City. The City is located entirely outside of the present and future 60 dBA CNEL noise contour for McClellan-Palomar Airport. Air ambulances provide unscheduled emergency patient deliveries by helicopter to the Palomar-Pomerado Hospital of which are subject to noise implications (City of Escondido 2012a). The proposed CAP does not advise any projects located within the vicinity of a private airstrip or an airport land use plan. In addition, the CAP does not propose the siting of any new sensitive receptors near the airport. Therefore, implementation of the proposed CAP would not expose people residing or working in the project area to excessive airport-related noise levels. **No impact** would occur.

3.14 POPULATION AND HOUSING

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

3.14.1 Environmental Setting

Historically, the City of Escondido has experienced a slower rate of population growth than the San Diego Region. As forecasted by the San Diego Association of Government's (SANDAG) 2050 Regional Growth Forecast. By 2035, the buildout date for the City's General Plan, SANDAG forecasts that the population in the City will increase to over 168,779 people; a 17 percent growth rate when compared to 2010 conditions (City of Escondido 2012b)

According to the 2018 American Community Survey 5-Year Estimates, the City had a population on 151,115 people with an average household size of approximately 3.2 people and an average family size of approximately 3.7 people. The City had a total of 53,526 housing units with an occupancy rate of 51,439 housing units, or 96 percent (U.S. Census Bureau 2018).

3.14.2 Discussion

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

Less than significant. Implementation of the proposed CAP would not induce population growth directly or indirectly, because the GHG reduction measures do not propose new housing nor do they propose changes to policies or regulations related to land use or residential zoning. The 2020 CAP would support development that could already occur under the land use assumptions contained within the Escondido General Plan. GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), or tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1), could require a temporary increase in the number of construction workers. Additionally, climate adaptation measure A-2.2 would require the City to encourage new development to incorporate climate resilient improvements. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the San Diego region and permanent, substantial relocation of workers would not be required. Therefore, the proposed CAP would not result in substantial population growth or employment growth in the plan area. The impact would be **less than significant**.

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

No impact. The implementation of the proposed CAP would not displace people or housing because the GHG reduction measures do not propose new housing nor do they propose changes to policies or regulations related to land use or residential zoning. Therefore, the proposed CAP would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **No impact** would occur.

3.15 PUBLIC SERVICES

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

3.15.1 Environmental Setting

The City of Escondido Fire Department (EFD) and the Escondido Police Department (EPD) are the primary agencies responsible for providing fire protection and police protection services in the plan area. Their joint headquarters are located at the combined Police and Fire Facility, at 1163 North Centre City Parkway. EFD operates seven fire stations and is staffed by 93 full-time safety officers, 18 full-time non-safety staff, 10 full-time administration, 3 part-time administration, and 27 senior volunteers. EFD is responsible for the protection of life and property from fire, explosion, hazardous materials incidents, severe weather, earthquakes, transportation disasters, multi-casualty incidents, terrorist acts, and other emergencies (EFD n.d.) EPD has three divisions: The Investigation Bureau, Services Bureau, and Uniform Bureau. The Investigation Bureau provides initial and follow-up investigations regarding criminal activity, as well as proactive enforcement to curtail future criminal activity from occurring. The Services Bureau manages police records, communications, fiscal operations, property and evidence, hiring and training, and procurement and contracts for the Police Department. The Uniform Bureau is responsible for responding to emergency and routine calls for police service (EPD 2020)

Elementary and middle school educational services within the plan area are provided by the Escondido Union School District (EUSD) while high school services are provided by the Escondido Union High School District (EUHSD). In addition to public schools operated by EUSD and EUHSD, the City contains a variety of charter and private school facilities (City of Escondido 2012b).

The City operates a number of other facilities which include various government buildings, a library, and parks and recreational facilities. The Escondido Public Library is located at 239 South Kalmia Street, Escondido, CA 92025 (City of Escondido 2012b).

3.15.2 Discussion

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

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No impact. Implementation of the proposed CAP does not include development of new residences nor the creation of permanent jobs requiring increased fire or police services. As discussed in Section 3.14, "Population and Housing," the proposed CAP would not induce population growth that would generate new students in the community or new residents who would require school services, new or expanded park facilities, other public facilities. Therefore, no impact would occur.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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 that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The City maintains many parks and recreational facilities throughout the plan area, including regional parks, community parks, neighborhood parks, urban parks, trails, and recreational facilities such as the East Valley community Center and Joslyn Senior Center (City of Escondido 2012b). The City's General Plan establishes the acceptable service standard ratio for parks. Quality of Life Standard 6, Parks System, requires the City to provide a minimum of 11.8 acres of active and passive parkland per 1,000 dwelling units. This parkland acreage must involve a minimum of 5.9 acres of developed active neighborhood and community parks in addition to 5.9 acres of passive park land and/or open space for habitat preservation per 1,000 dwelling units (City of Escondido 2012a).

3.16.2 Discussion

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?

No impact. The implementation of the proposed CAP would not increase the use of recreational facilities to the extent that substantial deterioration would occur. Typically, this impact occurs when a project induces population growth, such as new development or a business that would necessitate many new employees. Implementation of the proposed CAP would not include construction of new housing or commercial development. In addition, the number of construction workers needed to install future projects would be minimal and would not substantially increase the use of existing recreational facilities. Therefore, **no impact** would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. The proposed CAP would not include development of residential communities or other similar types of development, nor would it induce population growth that would require the construction or expansion of recreational facilities. Therefore, **no impact** would occur.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The transportation system in the City consists of highways, streets, pedestrian pathways, transit routes, and bikeways. The circulation system is connected to the larger regional network which includes SR 78 and I-15. North County Transit District (NCTD) and Metropolitan Transit System (MTS) provides bus service in the plan area. Service is generally provided along major circulation corridors with a heavier concentration of bus routes in the downtown area. There are two major bus transfer points located within the plan area: Escondido Transit Center and Del Lago Transit Station. NCTD also operates a light rail transit system, the SPRINTER, which extends along the SR-78 corridor. Several major roadways within the plan area are equipped with bike lanes, including Centre City Parkway, Bear Valley Parkway, El Norte Parkway and Mission Avenue. In addition to street bicycle facilities, Escondido has two regionally significant off-street bike paths: The Inland Rail Trail and the Escondido Creek Bikeway. The Inland Rail Trail follows the SPRINTER railroad right-of-way west to the Cities of San Marcos and Vista. The Escondido Creek Bikeway extends east-west across the City through the downtown area (City of Escondido 2012b).

3.17.2 Discussion

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

Less than significant. The implementation of GHG reduction measures would not result in long-term operational increases in vehicular traffic along roadways in the plan area. The GHG reduction measures would improve the operation of the circulation system in several ways, including fewer vehicle trips on roadways and highways and higher numbers of transit riders, bicyclists, and pedestrians. For example, GHG reduction measures would synchronize traffic signals (T-2.1) and install roundabouts (T-2.2) to reduce vehicle idling, encourage vanpooling (T-3.1), improve pedestrian infrastructure (T-3.2), implement a Safe Routes to School program (T-3.3), develop a Transportation Demand Management Plan (T-3.4), install new bicycle lanes (Measure T-3.5), increase the number of commuters using transit from new residential developments within the Downtown Specific Plan area (T-3.6), develop an intra-city shuttle system (Measure T-3.7), increase transit ridership (T-3.8), and establish a new VMT threshold for new projects to reduce VMT(T-3.9).

However, GHG reduction measures that would result in the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), or tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1), could result in construction-related vehicle trips and worker commutes. However, the types of projects that would be implemented under the proposed CAP are small construction projects which would not require a large construction crew, and thus, would not result in a substantial number of vehicle trips. GHG reduction measure S-8.1 would result in increased waste diversion, which could lead to rerouting haul truck trips from landfills to composting and recycling facilities. The intent of the measure is to divert waste to composting and recycling facilities and away from landfills. Therefore, the measure is expected to redistribute existing or projected truck trips and a substantial net increase in the number of haul truck trips in the plan area would not be anticipated. Therefore, implementation of GHG reduction measures would not adversely affect the performance of the circulation system and would not conflict with any applicable transportation plans, ordinances, or policies. This impact would be **less than significant**.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less than significant. Senate Bill 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. The Office of Administrative Law approved (on December 28, 2018) comprehensive updates to the CEQA Guidelines (including at Section 15064.3(b)) that included removing Level-of-Service as a measure of transportation impacts under CEQA and replacing it with VMT. A "vehicle mile traveled" is defined as one vehicle traveling on a roadway for 1 mile. Pursuant to State CEQA Guidelines Section 15064.3(c), this change in analysis may be implemented now and is required beginning July 1, 2020. According to OPR's Technical Advisory on evaluated transportation impacts in CEQA, projects that generate or attract fewer than 110 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact (OPR 2018). This section of the Initial Study relies on OPR's Technical Advisory for VMT threshold.

As discussed in Section 3.14, "Population and Housing," the proposed CAP would not induce substantial population or employment growth in the plan area. Therefore, it would not generate additional VMT over the long-term. The types of projects that would be implemented under the proposed CAP are small construction projects which would not require a large construction crew, and thus, would not result in a number of vehicle trips that would exceed 110 vehicle trips per day. Moreover, as discussed in criterion (a) above, several GHG reduction measures would reduce the VMT in the plan area over the long-term. Thus, any temporary VMT increases associated with construction activities would be offset by the overall net benefits of long-term VMT reduction due to the implementation of the proposed CAP. Therefore, CAP implementation would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b) and the impact would be **less than significant**.

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

Less than significant. GHG reduction measures that would result in the construction of new roundabouts and bicycle infrastructure (T-2.2, T-3.5) could alter existing roadways that serve as emergency access routes. New bicycle infrastructure would generally be located along identified travel routes, consistent with the Citywide Bicycle Master Plan. The construction of new roundabouts would be consistent with General Plan Traffic Calming Policy 9.2 which directs the City to consider use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) that add character and create opportunity for improved aesthetics while effectively managing traffic. Further, all future improvements to roadways would be required to comply with the City's Design Standards and Standard Drawings, which specifies appropriate alignments, grades, and widths for all types of streets (City of Escondido 2014). Therefore, the proposed CAP would not substantially increase hazards due to a geometric design feature and the impact would be **less than significant**.

d) Result in inadequate emergency access?

Less than significant. The GHG reduction measures would not result in new development or land uses that would require installation of emergency access routes. However, construction of new roundabouts and bicycle infrastructure new roundabouts and bicycle infrastructure (T-2.2, T-3.5) could alter existing roadways that serve as emergency access routes. All future roadway improvements would be required to comply with the 2016 California Fire Code, adopted by reference in the Escondido 2016 Fire Code, which requires the width of an unobstructed roadway to measure no less than 24 feet in order to provide adequate access for fire and emergency responders. In addition, climate adaptation measure A-1.2 would require the City to develop evacuation assistance plans and advertise their availability to vulnerable populations in hazard areas and be prepared to implement these plans as part of climate hazard-related emergency operations. Furthermore, all future improvements to roadways would be required to comply with the City's Design Standards and Standard Drawings, which require emergency access roads be designed and constructed to the requirements of City Engineer and Fire Marshal (City of Escondido 2014). Therefore, the proposed CAP would not result in inadequate emergency access and the impact would be **less than significant**.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Lands within the City of Escondido were traditionally inhabited by the Kumeyaay/Diegueño and Luiseño Native Americans. Diegueño is recognized as a member of the California-Delta Yuman division of the Yuman-Cochimi language family, and includes three main dialects: Ipai, Kumeyaay, and Tipai. The Ipai occupied the central portion of San Diego County, while the Kumeyaay inhabited the southern portion of the county, including lands extending into the California portion of the Colorado Desert. The Tipai territory included the lands from Jamul southward into Baja California, south of Ensenada. Modern ethnographers tend to combine the Kumeyaay and the Tipai as a single, continuous social group. The Luiseño traditional use area is then mapped as extending from the Pacific Ocean inland to Lake Elsinore and Palomar Mountain in the east and extending from Agua Hedionda in the south to Aliso Creek in the north (City of Escondido 2012b).

AB 52, signed into law in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, where one or more California Native American Tribes has requested formal written notification of proposed projects from a lead agency, the lead agency shall begin consultation with those tribes by providing them with formal written notification of proposed projects prior to the release of an environmental impact report, negative declaration, or mitigated negative declaration.

There are four California Native American tribes that have requested to be informed of proposed projects by the City. In compliance with PRC section 21080.3.1, the City provided formal written notification of the proposed CAP on May 18, 2020 to Rincon Band of Luiseno Indians, San Luis Rey Band of Mission Indians, Soboba Band of Luiseno Indians, San Pasqual Band of Mission Indians, and Mesa Grande Band of Mission Indians for a 30-day response period. The City had not received a response prior to the release of this Initial Study.

3.18.2 Discussion

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

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

Less than significant with mitigation incorporated. Implementation of certain GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, cause a substantial adverse change in the significance of a tribal cultural resource. Ground disturbing activities, including minor grading and excavation, would result from construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). PRC Section 21074 defines a tribal cultural resource as a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register or a local register of historical resources. Given the Native American tribes inhabited the area, there is a potential that unidentified resources may be discovered during construction activities. The potential for disturbance may be reduced through surveying a site to determine the likelihood that tribal cultural resources are present, review of records to determine if tribal cultural resources are known to occur in the area, and then designing future projects to avoid areas where resources may be present. However, if surface evidence and tribal cultural records do not exist for a site, construction activities associated with the future projects would have the potential to disturb tribal cultural resources. This impact would be **potentially significant**.

Mitigation Measure CR-1: Tribal Cultural Resource Treatment and Monitoring Agreement

The City of Escondido Planning Division ("City") recommends that the Applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities.

Mitigation Measure CR-2: Retain a Qualified Archaeologist and Native American Monitor

Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement a monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This

verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

Mitigation Measure CR-3: Attend Pre-Grading Meeting

The qualified archaeologist and a Native American monitor shall attend a pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

Mitigation Measure CR-4: Temporarily Halt Ground Disturbance Operation

In the event that previously unidentified archaeological and/or tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

Mitigation Measure CR-5: Notify the City of Archaeological and/or Tribal Cultural Resource Discovery

If a potentially significant archaeological and/or tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

Mitigation Measure CR-6: Avoidance and/or Preservation of Discovery

The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

Mitigation Measure CR-7: Collection and Treatment of Resources

If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

Mitigation Measure CR-8: Monitoring and/or Evaluation Report

Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources

Significance after Mitigation

Implementation of Mitigation Measure CR-1 through CR-8 would reduce impacts associated with tribal cultural resources to a less than significant level by requiring the performance of professionally accepted and legally compliant procedures for the discovery of previously undocumented tribal cultural resources. Therefore, implementation of GHG reduction measures would result in a **less than significant impact with mitigation incorporated**.

3.19 UTILITIES AND SERVICE SYSTEMS

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

3.19.1 Environmental Setting

Several agencies supply water to the City of Escondido, including the City of Escondido Water and Wastewater Division (EWWD), Rincon Del Diablo Municipal Water District (MWD), Vallecitos Water District (VWD), Valley Water MWD, and Vista Irrigation District. Wastewater services are provided by EWWD and VWD. Solid waste disposal is provided by Escondido Disposal, Inc. Residential waste collected by Escondido Disposal is hauled to the Escondido Resource Recovery Transfer Station where it is sorted prior to being transported to the Sycamore Sanitary Landfill or Otay Mesa Landfill.

The City of Escondido maintains the public roadway network and sidewalks, right-of-way electrical facilities, and the public storm drain conveyance system within the plan area. The primary purpose of the public storm drain conveyance system is to facilitate the conveyance of drainage water from rainfall events away from urban areas (City of Escondido 2012b:4.17-27).

San Diego Gas & Electric (SDG&E), a regulated public utility, supplies electricity and natural gas to the City of Escondido. SDG&E procures electricity generated from a variety of energy sources including coal, natural gas, nuclear, hydroelectric, and a mix of renewable resources.

3.19.2 Discussion

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

No impact. The implementation of GHG reduction measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would require the expansion or construction of water infrastructure, wastewater treatment facilities, storm drainage facilities, electric power, natural gas, or telecommunications facilities. Therefore, implementation of GHG reduction measures would have **no impact**.

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

Less than significant. The implementation of GHG reduction measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase demand for water. A minimal amount of water would be required for dust control during construction and grading activities and would not contribute to an exceedance of available water supplies. In addition, GHG reductions measures would reduce outdoor water use for landscaping and water use in existing City parks (W-6.1 and W-6.2) which would contribute to a reduction in municipal water use. Therefore, CAP implementation would not result in a physical impact associated with provision of sufficient water supplies, including related infrastructure needs. The impact would be **less than significant**.

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

Less than significant. The implementation of GHG reduction measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase demand for wastewater treatment. Further, GHG reduction measures would not involve the construction of restroom facilities. Depending on the duration and location of future projects, the project proponent may supply portable restrooms for use by work crews. Portable restrooms are self-contained and would be cleaned periodically, and the waste would be hauled off-site to a wastewater treatment facility for disposal. This service is typically provided by an independent contractor permitted to handle, haul, and dispose of sanitary sewage. Pursuant to 40 CFR Part 403.5, hauled waste must be disposed of at a designated publicly owned treatment facility. Typically, publicly owned treatment facilities are responsible for implementing permit programs for hauled waste and ensure that adequate treatment capacity exists. Therefore, implementation of GHG reduction measures would not exceed the capacity of any wastewater treatment provider. The impact would be **less than significant**.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?

No impact. GHG reduction measure S-8.1 would direct the City to work with franchise waste hauler and prepare a waste diversion plan that identifies interim steps toward achieving the 2035 waste diversion goal. Consistent with General Plan Policy 15.13, implementation of GHG reduction measure S-8.1 would divert solid waste from the Sycamore Sanitary and Otay Mesa landfills. Further, the City's waste diversion goal would be consistent with Assembly Bill (AB) 939, which requires citywide 50 percent waste diversion goal, and AB 341 which requires a Statewide 75 percent waste diversion for businesses. Therefore, implementation of GHG reduction measures would not result in an increase in solid waste requiring disposal in a landfill and would not impair the attainment of solid waste reduction goals. **No impact** would occur.

e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?

No impact. As discussed in Criterion (d), GHG reduction measure S-8.1 would direct the City to work with franchise waste hauler and prepare a waste diversion plan that identifies interim steps toward achieving the citywide 2035 waste diversion goal. Overall, implementation of S-8.1 would reduce the amount of solid waste that is transported to the Sycamore Sanitary and Otay Mesa landfills. Therefore, implementation of GHG reduction measures would not conflict with federal, State, and local statutes or regulations related to solid waste. **No impact** would occur.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Discussion

CAL FIRE has mapped FHSZs for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: moderate, high, and very high. According to CAL FIRE's Fire Resource Assessment Program, several areas around the perimeter of the City are categorized as very high FHSZs (CAL FIRE 2009).

EFD is the primary agency responsible for wildfire protection in the plan area. EFD implements various programs such as weed and vegetation abatement and enforces the Escondido 2016 Fire Code to improve public safety (EFD n.d.). EMC Section 11-15 adopts the more recent 2019 California Fire Code, which contains regulations regarding defensible space, vegetation management, and fire safety during construction.

a) Impair an adopted emergency response plan or emergency evacuation plan?

Less than significant. GHG reduction measures that would result in the construction of new roundabouts and bicycle infrastructure (T-2.2, T-3.5) could alter existing roadways that serve as emergency access routes, which would have the potential to impair adopted emergency response plans. As discussed in Section 3.17, "Transportation," criterion (d), the proposed CAP would not result in inadequate emergency access due to adherence to the City's Design Standards and Standard Drawings, which would ensure that roadways improvements implemented under the CAP would provide adequate access for fire and emergency responders. In addition, climate adaptation measure A-1.2 would require the City to develop evacuation assistance plans and advertise their availability to vulnerable populations in hazard areas and be prepared to implement these plans as part of climate hazard-related emergency

operations. Therefore, the proposed CAP would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No impact. As discussed in Section 3.14, "Population and Housing," the proposed CAP does not include new housing, nor does it propose changes to policies or regulations related to land use or residential zoning. There would be no new project occupants that could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of as wildfire as a result of the proposed CAP. Further, climate adaptation measure A-1.4 would direct the City to work with CALFIRE, City of San Marcos, County of San Diego, City of Vista, and City of Poway to reduce risk from high fire hazard areas and develop effective response mechanisms and evacuation scenarios. Climate adaptation measure A2.2 and A2.3 would require the City to prepare a wildfire risk assessment of existing single-family homes, and enforce statutory standards for provision of defensible space inhibiting wildfire spread on private properties, and implement brush clearing and fuel breaks to manage the potential spread of wildfire. **No impact** would occur.

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

Less than significant. GHG reduction measures that would result in the construction of new roundabouts and bicycle infrastructure (T-2.2, T-3.5) could alter existing roadways. No other infrastructure (such as new roads, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment are proposed. GHG reduction measures that would result in the construction of new roundabouts and bicycle and infrastructure could require the use of construction vehicles and equipment within areas categorized as very high FHSZs. The temporary and periodic use of construction vehicles and equipment within a very high FHSZ have the potential to increase the risk of an accidental fire ignition. However, given the nature of these GHG reduction measures, construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways where wildfire risk is low. In addition, enforcement of the 2019 California Fire Code would require the implementation of fire safety measures during construction such as prohibition of smoking except in approved areas and proper use of motorized equipment so that exhausts do not discharge against combustible material and refueling would not occur while in equipment was in operation. Further, climate adaptation measure A-1.4 would direct the City to work with CALFIRE, City of San Marcos, County of San Diego, City of Vista, and City of Poway to reduce risk from high fire hazard areas and develop effective response mechanisms and evacuation scenarios. Climate adaptation measure A2.2 and A2.3 would require the City to prepare a wildfire risk assessment of existing single-family homes, and enforce statutory standards for provision of defensible space inhibiting wildfire spread on private properties, and implement brush clearing and fuel breaks to manage the potential spread of wildfire. Therefore, the proposed CAP would not exacerbate fire risks and impacts would be **less than significant**.

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

Less than significant. Wildfire can significantly alter the hydrologic response of a watershed by reducing vegetative cover and altering soil characteristics. As a result, subsequent rainstorms after wildfire can produce landslides and debris flows, which can impact people or structures these are located below an area that has burned. As discussed in criterion (c), the proposed CAP would not exacerbate fire risk, and thus would not result in a substantial increase in post-fire flooding and landslide due to an increase in wildfire risk itself.

However, implementation of GHG reduction measures that would involve ground disturbing activities have the potential to destabilize soils, exacerbating post-fire landslide and debris flow hazards. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new electric vehicle (EV) charging infrastructure (T-1.1, T-1.2, T-1.3, and T-1.4), photovoltaic systems (E-5.1, E-5.2, and E-5.4), roundabouts, bicycle and pedestrian infrastructure, and transit stop shelters (T-2.2, T-3.2, T-3.3, T-3.5, T-3.7, A2.4), and also during tree planting at new development, city facilities, public parks, and along rights-of-way (C-9.1, C-9.2, and A2.1). As discussed in Section 3.7, "Geology and Soils," the plan area contains small landslide hazard areas, which are located along the periphery, on slopes greater than 25 percent. Given the nature of the GHG reduction measures, ground disturbing activities associated with their implementation would generally occur in already disturbed, developed areas such as roadways or parking lots. Future projects would not typically occur on steep slopes and would also be required to comply with the City's Design Standards and Standard Drawings, which specifies grading and erosion control standards (City of Escondido 2014). Further, climate adaptation measure A-1.4 would direct the City to work with CALFIRE, City of San Marcos, County of San Diego, City of Vista, and City of Poway to reduce risk from high fire hazard areas and develop effective response mechanisms and evacuation scenarios. Climate adaptation measure A2.2 and A2.3 would require the City to prepare a wildfire risk assessment of existing single-family homes, and enforce statutory standards for provision of defensible space inhibiting wildfire spread on private properties, and implement brush clearing and fuel breaks to manage the potential spread of wildfire. Therefore, the proposed CAP GHG would not result in flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be **less than significant**.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Authority: Public Resources Code Sections 21083, 21083.5.

Reference:Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.21.1 Discussion

Environmental settings provided throughout Sections 3.1 to 3.20 were used in preparing the impact discussion for this section.

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

Less than significant with mitigation incorporated. The purpose of the proposed CAP is to reduce GHG emissions in the City of Escondido through implementation of GHG reduction measures. Although the GHG reduction measures were formulated to reduce GHGs, they also act to conserve energy and water, reduce reliance on fossil fuels, improve air quality, and reduce VMT, which would lessen numerous environmental impacts. Furthermore, as discussed through this Initial Study, the proposed CAP is consistent with the City of Escondido General Plan (2012), which contains policies that are protective of environmental resources and environmental quality.

As discussed in Section 3.4, "Biological Resources," although GHG reduction measures would result in ground disturbing activities, most would occur in previously disturbed areas. Furthermore, adherence to the City's General Plan policies and local, State, and federal regulatory standards would ensure a less-than-significant impact to wildlife habitat and special-status species.

As discussed in Section 3.5, "Cultural Resources," GHG reduction measures would not cause a substantial adverse change in the significant of a historical resource. However, implementation of GHG reduction measures could disturb previously unrecorded archaeological resources, if present on the project site, during ground disturbing activities. Implementation of Mitigation Measure CULT-1 would reduce impacts to less-than-significant levels by halting work and retaining a qualified professional archaeologist to assess the find and develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected.

As discussed in Section 3.18, "Tribal Cultural Resources," GHG reduction measures that would result in ground disturbing activities, including grading and excavation, could cause a substantial adverse change in the significance of a tribal cultural resource. Implementation of Mitigation Measure TCR-1 would reduce impacts to less-than-significant levels by avoiding resources if feasible, retaining a Native American monitor during ground-disturbing activities if necessary, and providing construction workers with tribal cultural resource sensitivity training by a Native American Monitor. Therefore, impacts would be **less than significant with mitigation incorporated**.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than significant. Implementation of the proposed CAP would result in a cumulatively considerable beneficial reduction of GHG emissions and would not facilitate any development that would make a considerable contribution to any significant cumulative impacts. Although the GHG reduction measures were formulated to reduce GHGs, they also act to conserve energy and water, reduce reliance on fossil fuels, improve air quality, and reduce VMT, which would lessen numerous environmental impacts and result in beneficial cumulative environmental effects. Additionally, as discussed throughout this Initial Study, implementation of the GHG reduction measures would be consistent with many General Plan policies that are protective of environmental resources and environmental quality. Therefore, the proposed CAP would not result in any adverse environmental impacts that are cumulatively considerable. Impacts would be **less than significant**.

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

Less-than-significant impact with mitigation incorporated. As identified in this Initial Study checklist, potentially significant impacts associated with the proposed CAP would be reduced to a less-than-significant level with mitigation. Therefore, implementation of the proposed CAP would not result in substantial adverse effects on human beings, either directly or indirectly. This impact would be **less than significant with mitigation incorporated**.

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4 REFERENCES

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No references were used in this chapter.

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CHAPTER 3, ENVIRONMENTAL CHECKLIST

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