

Recirculated Draft

**Initial Study / Mitigated Negative Declaration
Sandpiper Villa
Residential Care Facility for the Elderly Project
City of Oceanside, California
(SCH # 2017101066)**

Lead Agency:
City of Oceanside
300 N. Coast Highway
Oceanside, California 92054
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A - Air Quality and Greenhouse Gas Emissions Report	
B - Tree Survey Map	
C - Geotechnical Evaluation	
D - Phase I Environmental Site Assessment	
E - Preliminary Hydrology Report	
F - Noise Technical Report	
G - Traffic Study and Parking Demand Analysis	
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Preface

The City of Oceanside, acting as Lead Agency for the California Environmental Quality Act (CEQA) documentation, will recirculate this Draft Initial Study (IS) and Mitigated Negative Declaration (MND) for the Proposed Sandpiper Villa Residential Care Facility for the Elderly Project for public review and comment. The Draft IS/MND, along with a Notice of Intent (NOI) to Adopt an MND, is being circulated to various agencies, organizations and individuals for the required 30-day public review period which runs from December 9, 2019 through January 8, 2020.

A previous Draft IS/MND was circulated by the City of Oceanside for a 30-day public review and comment period from October 31, 2017 through December 1, 2017. A final MND and Responses to Comments were prepared but were never adopted by the City of Oceanside.

Since 2017, the proposed project description was revised by the Applicant in response to direction provided by the City in its efforts to provide affordable housing in compliance with state Regional Housing Needs Allocation (RHNA) goals established by SANDAG in 2019. This is anticipated to be the first project in San Diego County to provide affordable assisted living for seniors, with high need and very low income and will be done so in partnership with the City of Oceanside. The current project has been developed through a collaborative partnership between the Applicant and the City's Neighborhood Services Department.

The project name has changed to the Sandpiper Villa Residential Care Facility for the Elderly. The City is utilizing the existing Office of Planning and Research, State Clearinghouse number previously assigned to the project (SCH#2017101066) and will rely on the previous Notice of Preparation (NOP) prepared for the project consistent with CEQA Guidelines Section 15073.5.

Basis for Recirculation of the Draft MND: The name of the proposed project has changed; however, the project site, project size and location of the project remain unchanged. In addition, in response to comments and direction provided by the City of Oceanside, the proposed project description has been refined from an 81-bed skilled nursing facility with one guest suite to a 94-bed assisted living facility with 8 dedicated affordable units specifically reserved for low income senior residents.

The proposed project overall square footage remains unchanged. Due to the type of facility now proposed (formerly a skilled nursing facility and now proposed to be an assisted living facility), staffing demands have decreased which have a corresponding reduction on project average daily trips, traffic effects, parking demands and corresponding reductions in potential air quality and greenhouse gas emissions.

In conclusion, no new significant impacts have been identified based on refinements to the project description; and no new mitigation measures are required as a result of the refinements to the project description.

The public review period for this document is December 9, 2019 through January 8, 2020.



INITIAL STUDY

City of Oceanside California

- | | |
|--------------------------------------|---|
| 1. PROJECT | Sandpiper Villa Residential Care Facility for the Elderly Project |
| 2. LEAD AGENCY | City of Oceanside, California |
| 3. CONTACT PERSON & PHONE | Sergio Madera, Senior Planner, 760-435-3539 |
| 4. PROJECT LOCATION | 1914-1918 Dixie Street, Oceanside, California 92054 |
| 5. APPLICANT | Viri Estates, LLC
Mr. Brent Mitchell
420 North Twin Oaks Valley Rd # 1209
San Marcos, California 92069 |
| 6. GENERAL PLAN DESIGNATION | Single Family Detached Residential (SFD-R) |
| 7. ZONING DESIGNATION | Single Family Residential (RS) |

8. PROJECT DESCRIPTION

Viri Estates, LLC (Applicant) is proposing to develop a residential care facility for the elderly at 1914-1918 Dixie Street which is the northwest corner of the intersection of Dixie Street and Grace Street. The Project site consists of two parcels (APN 148-271-09 & 148-271-10) which total 2.02 acres. The project site is located within the Loma Alta/Dixie Village community of Oceanside. The Project site is located outside of the Coastal Zone and is therefore not subject to the policies or requirements of the City's Local Coastal Program (LCP).

The location of the Project site is shown in Exhibit 1 (Project Vicinity Map). The proposed site plan is shown in Exhibit 2. The proposed building elevations and street scenes are shown in Exhibits 3 and 4. The proposed landscape concept plan is shown in Exhibit 5.

The Proposed project would be a Residential Care Facility for the Elderly, Assisted Living facility with a dedicated Memory Care unit and includes a total of eight affordable units/beds reserved for seniors. Residents would live in a personal, family type environment where each floor is an independent home with its own living facilities, kitchen, great room, and multiple activity areas.

The project proposes to provide thirty-three (33) parking spaces, including six accessible parking spaces (ADA) and two accessible van parking spaces (ADA), to accommodate nursing staff as well as visitors at the project site. Additionally, the applicant plans to lease a parcel from the adjacent Friendly Church of God in Christ property in order to develop a parking lot that provides twenty-one additional auxiliary parking spaces that will be available only for employees for a total of fifty four (54) proposed parking spaces for use by the project. In addition, two large loading and unloading zones are planned.

The Proposed Project consists of a request for a Zoning Amendment (ZA) 19-00005, Development Plan (D) 19-00011 and Conditional Use Permit (CUP) 19-00011 to redevelop a previously developed and currently vacant, 2.02-acre site into four, two-story residential style buildings for a total of 63,350 SF containing 94 rooms for residents including 8 dedicated units/beds for low income senior residents. The two existing lots will be consolidated into a single lot as part of the project development process.

The site has a current General Plan designation of Single Family Residential (SRD-R) and zoning of Residential Single Family (RS). This application is to amend the General Plan designation to Private Institutional (PI) and the zoning to the Public Semipublic (PS) allowing for use as a residential care facility for the elderly.

The existing site contains remnants of two former single-family residences and outbuildings previously located onsite. There are multiple concrete slabs along the easterly portion of the site, and a paved driveway off Dixie Street to the concrete slab area. The topography gently slopes from the northeast to the southwest with approximately 9 feet of relief across the site. Elevations range from 160 Mean Sea Level (MSL) in the northeastern corner of the site; to 151 MSL at the southwest parcel boundary. The site is moderately vegetated with a mix of mature trees; low growing shrubs and grasses.

The Proposed Project includes onsite grading as follows: 7,730 cubic yards (CY) of cut, 220 CY of fill and approximately 7,510 CY of soil that will be exported offsite.

Extensive landscaping is proposed to create the feel of an enclave of four different residential structures and to minimize the perception of a small institutional care facility. Approximately 25,007 SF of landscaping is proposed as part of the Project equivalent to 28% of the site.

Architectural styles and landscape treatments have been designed to provide a separate identity for each of the four structures and as a reference aid for both residents and visitors to the site. The project buildings include four proposed architectural themes as follows: Pasadena House, Farmhouse, Villa Tuscany and Casa Santa Barbara. Each building's theme will be reinforced with landscape plantings that correspond to the architectural theme of the building. The entry and other common areas will have uniform plantings to provide project-wide continuity.

Once construction is complete, residents of the project would receive care according to their needs. The project will be classified as an "Essential Services Facility" with the State of California and would create approximately 80 jobs.

The project will add sidewalks, a curb-adjacent parkway, landscaping and trees, and will underground existing overhead utilities. The proposed project would also provide three new streetlights along Grace Street and Dixie Street. The project would also enhance pedestrian/traffic safety through the installation of sidewalks.

The project also proposes to improve a vacant portion in the back of the adjacent church (Friendly Church of God in Christ) parcel with 21 new parking spaces, low impact lighting, and landscaping. The proposed parking annex would provide the proposed project with enough parking to accommodate the peak parking demand during shift changes (Chen Ryan, 2019). Detailed parking information is provided below.

Detailed information on the proposed project buildings is provided in Table 1 below.

Table 1: Proposed Project Building Information

Buildings				
Architectural Theme	Villa Tuscany	Casa Santa Barbara	Farmhouse	Pasadena House
Proposed Building SF	15,025 SF	15,775 SF	16,215 SF	16,335 SF
Setbacks	Proposed Setbacks			
Front yard – 20' Corner Side yard – 10' Side yard – 7.5' Rear yard – 15'	Front 20' Perimeter 10' Interior 29' Rear 37'	Front 21' Interior 26' Perimeter 10' Rear 37'	Front 17' Interior 6' Perimeter 10' Rear 15'	Front 19' Perimeter 10' Interior 6' Rear 16'

The tallest of the four buildings (Farmhouse) would be a maximum 34'8" feet in height. A concrete masonry retaining wall is proposed for the west, north and east sides of the site ranging in height from two to four feet. The building pads for the two buildings on the eastern half of the site would be several feet below the grade of Grace Street which forms the eastern boundary of the site. A six-foot-tall screening fence is proposed to be located on the west, north and east sides of the project site.

Proposed Project Parking

The project proposes to provide a total of 54 parking spaces. The project provides 33 parking spaces onsite, including three accessible parking spaces (ADA) and two accessible van parking spaces (ADA), to accommodate staff as well as visitors at the project site. Additionally, the Proposed Project plans to lease a parcel from the adjacent Friendly Church of God in Christ property in order to develop a parking lot that provides twenty-one (21) auxiliary parking spaces that will be available only for employees for a total of fifty-four (54) proposed parking spaces. In addition, two large loading and unloading zones are planned. The overall proposed project parking summary is as follows:

- 39-Open Standard Spaces
- 3-Accessible Spaces
- 2-Accessible Van Spaces
- 1-Electric Vehicle Space
- 6-Covered Garage Spaces
- 1-Temporary Loading Space
- 2-Loading Zones

Parking Supply

Parking space requirements were obtained from Article 31: Off-Street Parking and Loading Regulations from the City of Oceanside Zoning Ordinance code while accessible parking space (ADA) requirements were obtained from the California Building Code, Part 2, Title 24, Section 11B-208 Parking Spaces.

Table 2 displays the amount of off-street parking spaces required by the City of Oceanside, as well as the off-street parking spaces proposed by the project. See Appendix G for additional information.

Table 2: Off-Street Parking Required compared to Proposed

Scenario	Parking Space Ratio	Total Parking Spaces	ADA Parking Spaces	ADA Van Parking Spaces	Loading Zone
Required	1 space / 200 sq. ft.	5	1	1	1
	1 space / 3.0 beds	28			
Total		33	1	1	1
Proposed		54	3	2	2
Difference		+21	+2	+1	+1

Source: City of Oceanside – Zoning Ordinance, February 2019. California Building Code, Part 2, Title 24, Section 11B-208
Parking Spaces

As shown in Table 2, the proposed project is anticipated to exceed both the City's and ADA off-street parking requirements.

Parking Demand

According to projections from the project applicant, a maximum of 25 staff members would be on-site during shift 1 (8:00 AM-4:00 PM). Table 3 displays the anticipated shift and staff projections.

Table 3: Total Staff Projections by Time of Day

Shift	Time	Staff Members
1	8:00 AM – 4:00 PM	22 – 25
2	4:00 PM – Midnight	17 - 20
3	Midnight – 8:00 AM	10 - 12

Source: Viri Estates LLC, 2019.

As shown in the Table 3, the highest number of staff members on-site at any given time could be up to 25 employees, during the 8:00 AM to 4:00 PM shift. If a worst-case scenario is assumed where all staff members drive their own vehicles to the site, then a total of 25 spaces would be required to accommodate the project staff. As shown in Table 2, the project is proposing to provide a total of 54 parking spaces on-site. Therefore, under this worst-case scenario all employees would be anticipated to be able to park on-site. Additionally, 31 parking more parking spaces would be available during this time.

There is the potential for parking supply issues to occur during the 4:00PM shift change due to some potential for employee overlap (e.g., some employees are arriving as others are departing the site). As noted above, the 8:00AM to 4:00PM shift may require 25 parking spaces on-site. This will leave 29 parking spaces for employees arriving for the 4:00PM to midnight shift to park in, prior to the employees working the 8:00AM to 4:00PM shift leaving. If the 4:00PM to midnight shift employees (up to 20) are required to clock in before the 8:00AM to 4:00PM employees (up to 25) are allowed to leave, this could result in a demand of 45 spaces on-site. However, there is a total of 54 parking spaces proposed by the project which would be enough to accommodate employees at all times.

Parking Demand Management

As noted above, the greatest number of parking spaces required to accommodate staff could be as high as 45 parking spaces during the shift change at 4:00PM. A total of 54 standard parking spaces are proposed by the project which would be enough to accommodate all employees. However, the potential overlap in parking demand during the 4:00 PM shift change could leave nine (9) parking spaces available for visitors for a short period of time.

Therefore, the project applicant will implement a parking management plan in order to reduce the parking demands associated with the proposed project. The parking management plan would consist of site-specific measures and strategies that are designed to reduce single occupancy trips to and from the project site. Measures and strategies would include the following:

- Preferential parking for carpools / vanpools;
- Supplementing transit passes for employees;
- Providing bicycle racks to encourage employees to bike to work.

The implementation of one (1) or more of these parking management strategies would reduce the amount of single occupancy trips, therefore, increasing on-site parking availability that could accommodate both staff members and visitors to the project site.

Additionally, the applicant plans on having work schedules organized to minimize disruption in workflow, service and impacts on the community. This will be done in the manner of staggered shifts throughout the hour so that both shift's employees are not trying to arrive and depart at the same time, causing a large overlap in parking demand. This approach will reduce the potential for overlapping parking demands.

Parking Analysis Summary

The proposed Sandpiper Villa Residential Care Facility project meets both City of Oceanside parking space requirements (33) and the California Building Code accessible space requirements (2 accessible parking spaces, 2 accessible van parking spaces, 2 loading zones).

The maximum number of projected staff members during a single shift (25) does not surpass the amount of parking spaces proposed by the project (54). Further, the applicant plans to organize onsite work schedules such that they minimize disruption in workflow, service and impacts on the community.

9. SURROUNDING LAND USE(S) & PROJECT SETTING

Surrounding land uses include the Friendly Church of God in Christ to the east, First Baptist Church and single-family residences to the west, single family residences to the south and north and multifamily residences to the northwest of the project site.

10. OTHER REQUIRED AGENCY APPROVALS

No other agency approvals are required for this project.

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION

None known for the site. A previous proposal to develop nine single family homes onsite by the current Owner/Applicant was previously approved by the City of Oceanside and was determined to be exempt from the requirements of CEQA.

12. CONSULTATION**Federal, State, and Other Local Agencies Consulted:**

The City consulted the California Native American Heritage Commission (NAHC) and the Tribes on the list provided by the NAHC under the requirements of AB 52.

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

This IS/MNDS evaluates the proposed project's potential effects on the following topics:

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural resources/tribal cultural resources
- 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/traffic
- Utilities and service systems
- Mandatory findings of significance

Exhibit 1: Project Vicinity Map

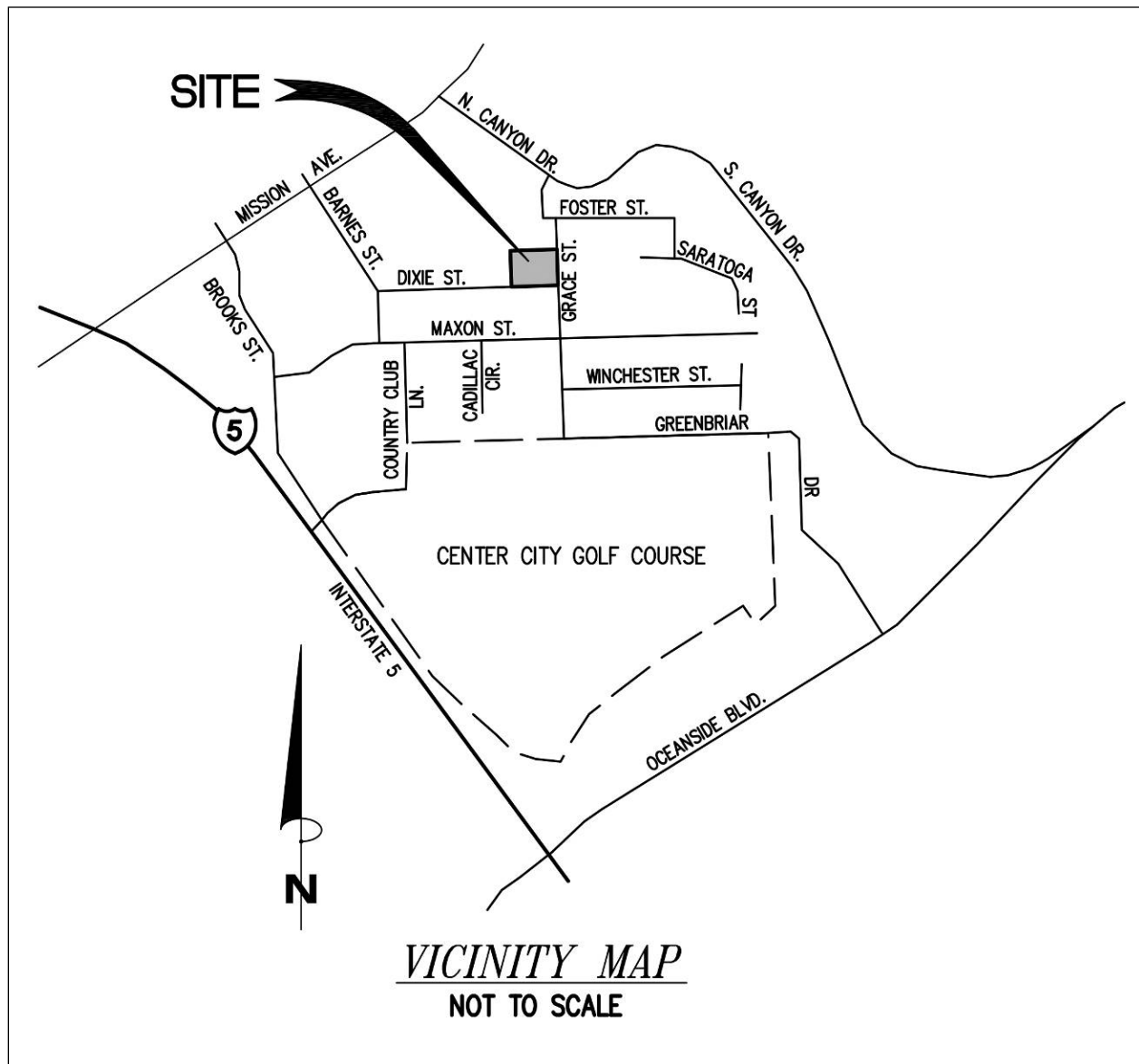


Exhibit 2: Proposed Project Site Plan

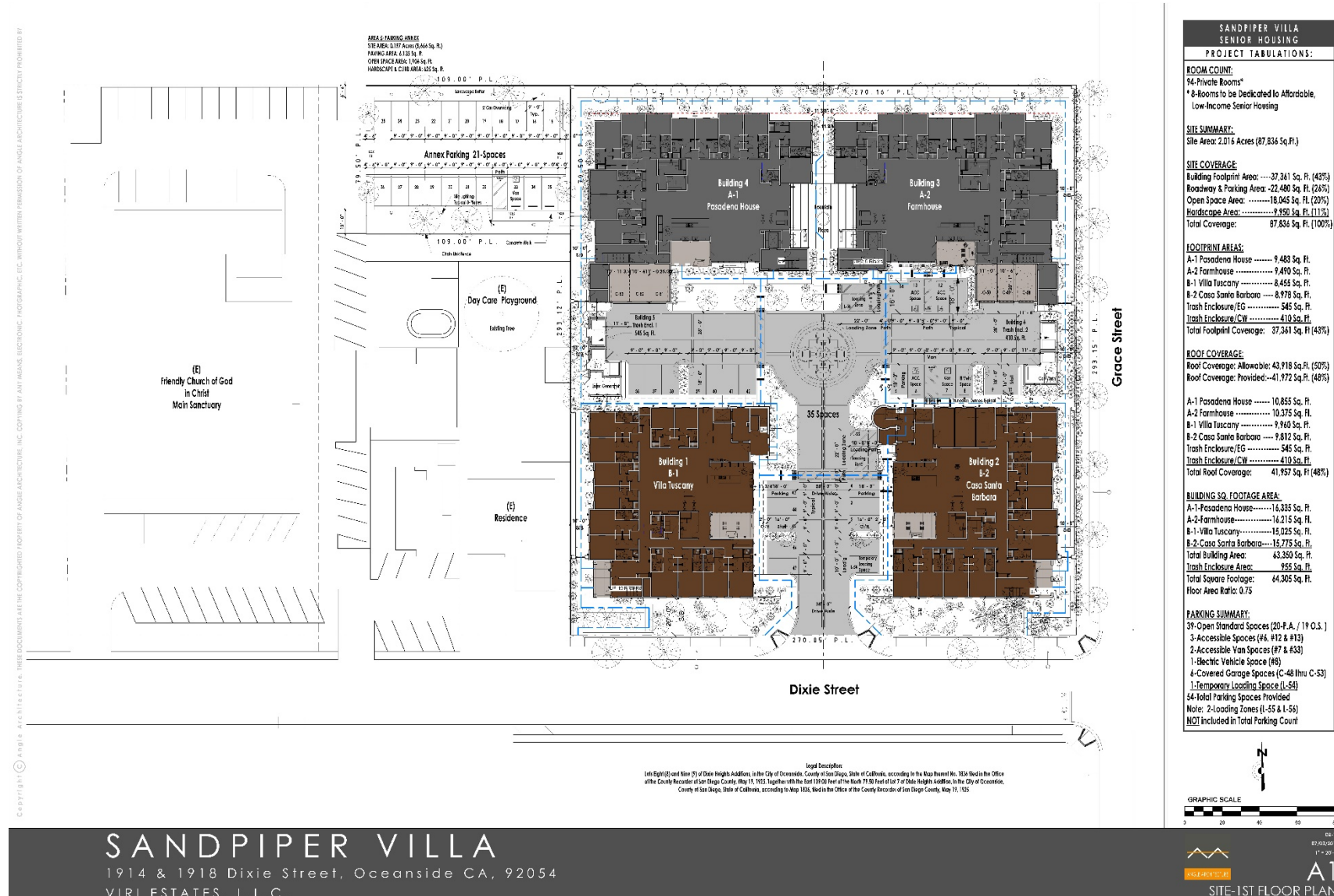


Exhibit 3: Proposed Building Elevations



Refer to Sheet A10 for Exterior Color & Materials



SANDPIPER VILLA

1914 & 1918 Dixie Street, Oceanside CA, 92054
 VIRI ESTATES, L.L.C.

06-19
 07/04/2019
 1.00 - 1.47
A4
 EXTERIOR BUILDING ELEVATIONS

Exhibit 4: Proposed Street Scenes



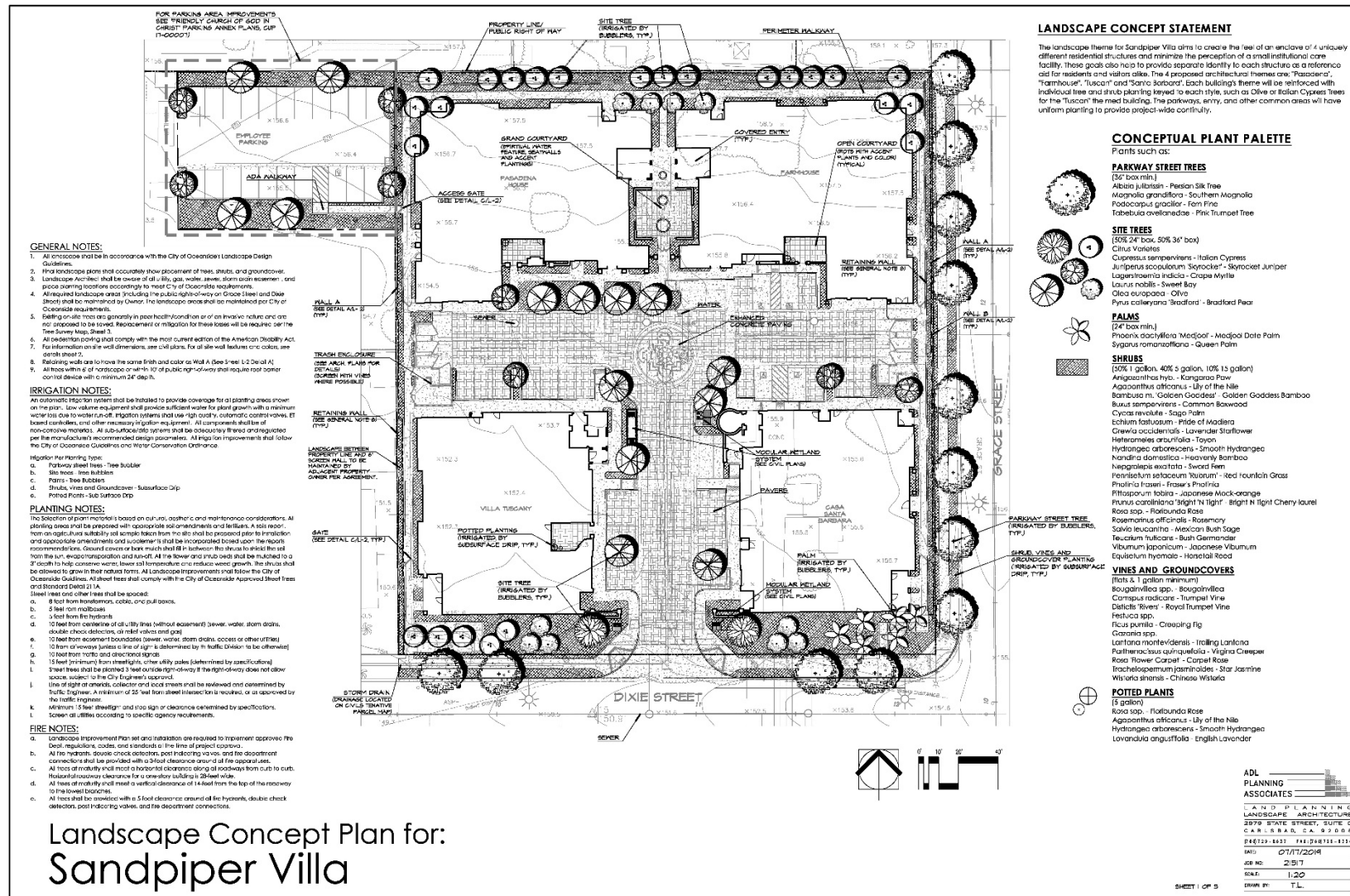
SANDPIPER VILLA

1914 & 1918 Dixie Street, Oceanside CA, 92054
 VIRI ESTATES, L.L.C.

03-15
 07/01/2019
 17 & 18-47

 A5
 DIXIE & GRACE STREET SCENES

Exhibit 5: Landscape Concept Plan

Landscape Concept Plan for:
Sandpiper Villa

14. ENVIRONMENTAL CHECKLIST

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist (Section 2) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

1. No Impact. Future development arising from the project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. Less Than Significant Impact. The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.
3. Potentially Significant Unless Mitigated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
4. Potentially Significant Impact. Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

14.1 AESTHETICS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion***a) Have a substantial adverse effect on a scenic vista?***

No Impact. Based on a review of the City's General Plan, there are no designated scenic vistas in the vicinity of the project site. While the proposed project would alter the visual character of the project site (refer to Exhibits 4 and 5 and Threshold c below), no significant impacts to scenic vistas would result from the project, and no mitigation is required.

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

No Impact. No scenic resources, including trees, rock outcroppings or historic buildings are situated on-site. In addition, the project site is not situated within a state scenic highway. Impacts are not anticipated in this regard.

c) Conflict with applicable zoning and other regulations governing scenic quality?

No Impact. Refer to Responses 14.1.a and 14.1.b, above. The proposed project's four buildings would incorporate specific architectural styles including Casa Santa Barbara, Farmhouse, Pasadena House, and Villa Tuscany in an effort to create a high-quality project aesthetic character. The project design is intended to promote a feeling of a private enclave of four buildings that reflect an estate-like environment. The site design orients the buildings around a central courtyard that hides parking from surrounding streets and utilizes garages. Each building has its own architectural style and individualized landscaping to enhance the look and feel that reinforces a non-commercial character and creates a sense of community. While the proposed project would alter the existing visual character of the project site and views from surrounding vantage points, this change would not be considered a substantial degradation of the project site or its surroundings.

During demolition and construction activities at the project site, there would be views of construction fencing and construction equipment; ongoing demolition and construction activities; additional construction signage and warning markers on roadways; short-term stockpiles of building materials and debris; and haul trucks to deliver building materials and to remove debris. The visual change during construction would be less than significant because of its temporary nature and because the views would be typical of construction sites in an urban environment.

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

Less Than Significant Impact. Due to the developed and urban nature of the project site and surrounding area, there is existing ambient light. The project site is located within an area developed with parking lots, church uses, and residential development. Existing sources of light include streetlights vehicle headlights; interior and exterior lighting from existing buildings on the surrounding properties; and the multiple light poles providing nighttime lighting along Dixie Street and for the existing parking lot associated with the church to the east along Grace Street. Consistent with existing conditions in the vicinity of the project, the proposed project would generate light at levels sufficient for safety and visibility. The site access driveways would provide lighting sufficient to ensure safety for pedestrian crossing and visibility for vehicles using the driveways. The main lighting associated with the project would occur along Dixie Street and Grace Street. All proposed lighting would be designed in accordance with City of Oceanside Municipal Code, Chapter 39, Light Pollution Regulations, which require that all lighting employ shielded luminaires with glare control to prevent light spillover, as appropriate, to the surrounding uses. Therefore, the lighting associated with the proposed project would not adversely affect any existing land uses, including the residential land uses to the north, south and west.

Potentially reflective surfaces in the project vicinity include windows (including automobile and truck windows) at the project site and adjacent buildings, and on automobiles traveling and parked on streets in the project site vicinity. Based on the proposed building materials, the project would incorporate non-reflective textured surfaces and non-reflective glass, which would minimize the potential for glare. The proposed project does not include any uses that would have the potential to create noticeable glare from sunlight or vehicle lights that would pose a hazard to motorists traveling in the project area or that could affect surrounding uses. Therefore, no significant impacts would occur, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

14.2 AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

a) Would the project 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 nonagricultural use?

No Impact. Based on latest farmland mapping published by the California Department of Conservation (2010), the project site is designated in the Farmland Mapping and Monitoring Program (FMMP) as Urban and Built Up Land (FMMP 2011). No portion of the project site is located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Designated land uses in the project area do not include agricultural uses, and project implementation would not result in conversion of existing farmland to non-agricultural uses. Therefore, the project does not affect an agricultural resource area, and thus does not impact designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project site is currently zoned (RS), Single Family Residential, on the City's zoning map. Agricultural designations and Williamson Act contracts do not occur on the project site or in surrounding areas. Therefore, implementation of the proposed project would not result in any conflicts with existing zoning for agricultural use or a Williamson Act Contract. No impact would occur.

- c) *Would the project 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. Based on the Environmental Resource Management Element of the Oceanside General Plan, there are no agricultural or forest resources on the project site or in the project vicinity. There are no areas zoned for forest land or timber land in the City, and no such resources exist in the City. Therefore, implementation of the proposed project would not conflict with existing zoning, nor would it cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

- d) *Would the project result in the loss of forest land or conversion of forest land to nonforest use?***

No Impact. The project site is previously developed but currently vacant infill lot and does not support forest land. There are no forest lands on the project site or in the surrounding area. Therefore, development of the proposed project would not result in a loss or conversion of forest land to non-forest use. No impact would occur.

- e) *Would the project 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?***

No Impact. There are no agricultural or forest lands in the vicinity of the project site. Thus, implementation of this project would not result in changes in the environment that would result in the conversion of farmland to non-agricultural use. No impact would occur.

Mitigation Measures

No mitigation measures are required.

14.3 AIR QUALITY. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Air Quality and Greenhouse Gases Technical Report for the Sandpiper Villa Residential Care Facility for the Elderly (AQ Report) (RCH Group, Inc. March 4, 2019) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix A.

Impact Discussion

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

Less Than Significant Impact. The project site is located in the San Diego Air Basin (SDAB) and, for air quality regulation and permitting, is under the jurisdiction of the San Diego County Air Pollution Control District (SDAPCD). The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for the SDAB. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft and agricultural equipment, which are regulated by the California Air Resources Board (CARB) or U.S. Environmental Protection Agency (USEPA). State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD. Additionally, the SDAPCD, along with CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County. These stations are used to measure and monitor ambient criteria air pollutant levels. Both the State of California and the USEPA have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as “criteria pollutants”. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety.

The San Diego Association of Governments (SANDAG) is the San Diego region's primary public planning, transportation and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. The SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of AAQS in the SDAB.

The applicable air quality plan is the Regional Air Quality Strategy (RAQS) prepared by the SDAPCD. The RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the State ozone (O₃) standards (SDAPCD 2009a). The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County of San Diego to forecast future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emissions projections and the SANDAG growth projections are based on population and vehicle use trends, local general plans, local coastal programs, and other applicable land use plans. As such, projects that propose development consistent with, or less than, the growth projections anticipated by a general plan would be consistent with the RAQS.

The proposed project's use, density, and intensity are consistent with the General Plan Land Use Element's designation for the project site. The proposed project would not result in population growth not accounted for in the City of Oceanside and SANDAG planning documents, and thus is considered to be within the City and SANDAG growth projections. Therefore, the proposed project is consistent with the RAQS. A less than significant impact would occur, and no mitigation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The proposed project would generate temporary air pollutant emissions during construction activities and long-term air pollutant emissions during proposed project operations.

CONSTRUCTION EMISSIONS

Demolition activities would be limited to removal of existing concrete slab. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading for the proposed project would result in approximately 7,510 cubic yards of soil export, which was estimated to result in approximately 470 haul truck round trips (based on a default haul truck capacity of 16.0 cubic yards). Construction activities were assumed to commence in 2019 and would take approximately one year for completion.

Short-term air quality effects associated with the demolition and construction phases may result in local nuisances associated with increased dust/particulate levels. Construction activities would result in criteria pollutant emissions from stationary and mobile equipment, including material delivery trucks and worker vehicles to and from the project site. This would be a temporary construction impact, which would exist on a short-term basis during construction and would cease upon completion of construction. Adherence to standard dust control procedures would reduce potential construction-related air quality impacts to less than significant levels.

Maximum daily emissions that would be generated from construction activities are presented in **Table AQ-1**. The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate the air pollutant emissions from construction equipment, hauling vehicles, and construction worker commuting vehicles. The construction emissions estimates assume a construction period of approximately one year. Emission calculation supporting information are included in Appendix A. Due to the relatively limited scale of construction required for the proposed project, construction related emissions would not exceed SDAPCD threshold criteria for significant air quality impacts (refer to Table AQ-1 below).

Table AQ-1: Maximum Daily Emissions from Construction (pounds per day)

Maximum Daily	ROG	NOX	SOX	CO	PM10	PM2.5
Construction Emissions	33.1	74.6	0.1	21.7	10.7	5.4
Significance Threshold	75	250	250	550	100	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

LONG-TERM OPERATIONAL EMISSIONS

Long-term air quality impacts consist of mobile source emissions generated from project-related traffic and stationary source emissions (generated directly from on-site activities and from the electricity and natural gas consumed). Operational emissions would result from visitors and worker commuting vehicles, as well as area sources, electricity consumption, natural gas combustion, water usage and wastewater discharge, and solid waste disposal required for operating the proposed project. Maximum daily and annual emissions that would be generated from operational activities are presented in **Tables AQ-2 and AQ-3**. The CalEEMod Version 2016.3.2 was used to estimate the air pollutant emissions from operational activities.

Table AQ-2: Maximum Daily Emissions from Operations (pounds per day)

Maximum Daily	ROG	NOX	SOX	CO	PM10	PM2.5
Operational Emissions	3.6	2.2	<0.1	13.3	1.5	0.5
Significance Threshold	55	250	250	550	100	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

Table AQ-3: Annual Emissions from Operations (tons per year)

Annual	ROG	NOX	SOX	CO	PM10	PM2.5
Operational Emissions	0.63	0.39	<0.01	1.67	0.27	0.08
Significance Threshold	-	40	40	100	15	-
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

As presented in **Tables AQ-1 through AQ-3**, all air pollutant emissions would be below the significance thresholds for both construction and operation of the proposed project. Furthermore, construction of the proposed project would comply with SDAPCD's Rule 55, Fugitive Dust Control, which requires that construction activities implement specific measures to minimize fugitive dust emissions. The proposed project would also comply with SDAPCD's Rule 50 (Visible Emissions), Rule 51 (Nuisance), Rule 52 (Particulate Matter), and Rule 67.0.1 (Architectural Coatings). Therefore, air quality impacts would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under state or federal ambient air quality standards. As shown previously, construction and operational emissions from the proposed project would be below the significance thresholds. Construction activities from the proposed project would comply with all SDAPCD Rules and construction would be temporary. Therefore, cumulative impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large, such as the very young, the elderly, and those suffering from certain illnesses or disabilities. Construction activities would be adjacent to residences to the north, south and west. Construction activities would entail the use of diesel equipment that would generate emissions of diesel particulate matter (DPM), which the CARB has categorized as a human carcinogen. Typically, health risks are estimated based on a chronic exposure period of 70 years. Because exhaust emissions associated with construction activities would be relatively low, short-term in nature, and move throughout the project site (limiting the potential exposure to any receptors); it is not anticipated that exposure to construction related DPM would result in an elevated health risk. Therefore, impacts to sensitive receptors would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Diesel-fueled construction equipment exhaust would generate some odors. However, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people. Odor impacts could also result from siting a new sensitive receptor near an existing odor source. Examples of land uses that have the potential to generate considerable odors include but are not limited to wastewater treatment plants; landfills; refineries; and chemical plants. Projects that would site a new receptor farther than the applicable screening distance from an existing odor source would not likely result in a significant odor impact. The odor screening distances for a sewage treatment plant, refinery, and chemical plant are two miles.¹ The proposed project is not within this screening distance. Therefore, the proposed project would not generate objectionable odors nor be located in an area frequently subject to objectionable odors. Therefore, odor impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

¹ Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County, June 2014, <http://www.airquality.org/ceqa/cequguideupdate/Ch7OdorScreeningDistancesFINAL.pdf>

14.4 BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below reflects the findings contained within the Tree Survey conducted for the Proposed Project (Tree Survey Map) (ADL Planning May 2019). This report is included in this Initial Study/Mitigated Negative Declaration as Appendix B.

Impact 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 Game or the USFWS?***

No Impact. The area of project impact will essentially be that area previously disturbed by previous site construction and development. The entire project site has been graded and previously developed and is considered a disturbed site with no native vegetation or habitat existing remaining within the project site. Therefore, the proposed project would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

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

No Impact. As described above, the project site is in an urbanized area and has been previously graded and developed. The site supports remnant ornamental vegetation including citrus trees and pomegranate trees and other ornamental landscaping. The project site does not contain riparian habitat, sensitive natural vegetation communities, wetlands, or other areas under the jurisdiction of the CDFW or U.S. Army Corps of Engineers (USACE). Thus, no impacts to riparian habitat or sensitive natural communities would occur. No wetlands (as defined by Section 404 of the Clean Water Act) exist or have been identified on site or immediately adjacent to the site. Therefore, the project would not result in impacts to wetlands. According to the Preliminary Hydrology Report (Buccola Engineering, 2017) the site does not contain any natural or man-made drainages, riparian corridors or wetlands of federal or State jurisdiction. The proposed project would have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site is void of riparian corridors and sensitive habitat. Thus, no impacts to riparian habitat or sensitive natural communities are anticipated.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. No wetlands, as defined by Section 404 of the Clean Water Act, exist or have been identified on-site or immediately adjoining the site. The site has been graded and previously developed although the site is current vacant with the remnants of concrete building foundations and driveways. Thus, the project would not result in impacts to wetlands. See also the Response 14.4.b above.

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

Potentially Significant Unless Mitigated. Due to the presence of trees and shrubs on the project site (see Tree Survey Map, Appendix B), there is the potential for birds protected by the Federal Migratory Bird Treaty Act (MBTA) to nest at the project site. The MBTA makes it illegal to take, possess, buy, sell, purchase, or barter any migratory bird listed in the Code of Federal Regulations (Title 50, Part 10) and avian products, including but not limited to feathers, nests, and eggs. This includes the active nests of all bird species, including common species. Existing trees and other vegetation on the project site would be removed during the demolition phase of project construction. These activities could disturb nesting birds and destroy their eggs and/or nests. To prevent impacts to nesting birds and their eggs and nests, vegetation removal should occur during the non-nesting bird season (between September 1 and February 28). As described in Mitigation Measure (MM) BIO-1, if vegetation removal occurs during the nesting season (between March 1 and August 31), proposed project activities could impact an active nest. To reduce this potential impact, MM BIO-1 requires a pre-construction survey for nesting birds and describes the methods for managing any active nest sites, if encountered. The project site and surrounding areas are developed urban areas and do not support any other wildlife movement. Implementation of MM BIO-1 would reduce potential impacts related to nesting birds to a less than significant level.

Mitigation Measure

BIO-1 Prior to approval of grading plans, the Development Services Department shall verify that the following note is included on the contractor specifications to ensure compliance with the Migratory Bird Treaty Act (MBTA): "To avoid impacts on nesting birds, vegetation on the project site should be cleared between September 1 and February 28. If vegetation clearing occurs inside the peak nesting season (between March 1 and August 31), a pre-construction survey (or possibly multiple surveys) shall be conducted by a qualified Biologist to identify if there are any active nesting locations. If the Biologist does not find any active nests within the impact area, then vegetation clearing/construction work will be allowed. If the Biologist finds an active nest within the construction area and determines that the nest may be impacted by construction activities, the Biologist will delineate an appropriate buffer zone around the nest depending on the species and the type of construction activity. Construction activities would be prohibited in the buffer zone until a qualified Biologist determines that the nest has been abandoned".

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

No Impact. The City of Oceanside is a “Tree City USA” by the Arbor Day Foundation and the National Association of State Foresters because the City demonstrates commitment to caring for and maintaining its public trees. The proposed project includes the removal of all existing trees on the project site. The City does not have any tree preservation policies related to private development. However, as shown on Exhibit 6, Conceptual Landscape Plan, the project proposes to include trees as well as various shrubs and ground cover on all sides of the project site. Therefore, implementation of the proposed project would not conflict with any local tree protection ordinances or policies.

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?

No Impact. Oceanside is one of seven cities (Encinitas, Escondido, Carlsbad, Vista, San Marcos, Solana Beach) in northern San Diego County that together comprises a Natural Community Conservation Planning (NCCP) Act subregion. As such, the City has been involved in the subregional Multiple Habitat Conservation Program (MHCP) from its inception in 1991. The San Diego Association of Governments (SANDAG) coordinated and prepared the subregional MHCP Plan, which provides the framework document for each of the seven MHCP cities. The Oceanside Subarea Habitat Conservation Plan (HCP)/NCCP (SAP) represents the City’s contribution to the MHCP and to regional NCCP conservation goals, and comprehensively addresses how the City conserves natural biotic communities and sensitive plant and wildlife species pursuant to the California NCCP Act) and the Federal Endangered Species Act (FESA). According to Figure 4-1, Preserve Planning Map and Habitat Conservation Overlay Zones, of the SAP, the project site is not located in any preservation areas (softline or hardline), wildlife corridor planning zones, corrective action areas, or other mitigation areas as defined in the SAP (Oceanside 2010a). The project site is located in the SAP off-site mitigation zone. The proposed project would have no impact on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by agencies. Therefore, no impacts would occur, and no mitigation is required.

Mitigation Measures

Mitigation Measure BIO-1 is required and would reduce potential impacts to nesting birds to less than significant.

14.5 CULTURAL RESOURCES / TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Section 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below reflects the findings contained within the Cultural Resources Survey conducted by Helix Environmental Planning, Inc. in July 2019 (Cultural Report) prepared for the Proposed Project. The Cultural Report included a records search, Sacred Lands File search, Native American outreach, AB 52 Consultation by the City, a review of historic maps and aerial photographs, and a field survey. The Cultural Report is included in this Initial Study/Mitigated Negative Declaration as Appendix H.

Impact Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?

No Impact. The existing project site has been completely disturbed and is currently vacant. There are no historic resources, including significant historic structures, on the project site. Thus, the removal of the remaining driveways and surface features on the project site with redevelopment with a 94-bed assisted living facility would not cause any direct impacts to historic resources at the project site. Based on Appendix G of the State CEQA Guidelines, and the policies and regulations of the City of Oceanside, the project site and surrounding area are not designated as historically sensitive areas. Therefore, no impacts to historical resources would occur.

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

Potentially Significant Unless Mitigated. No archaeological resources were identified during the field survey, and none have been previously recorded in the immediate vicinity of the project site. Some modern trash and building debris were observed (concrete and asphalt, presumably from demolition of the buildings that had once been present, as addressed below). Ground visibility was poor, with less than 25 percent visible ground surface. The adjacent small parcel that is proposed to be used for additional parking could not be accessed at the time of the field survey; it was fenced. This area was examined to the extent possible through the fence.

A small complex of concrete foundations was noted in the southern portion of the project site. Some of the foundations have a thin layer of red-colored concrete above the normal, uncolored concrete.

Buildings of the same shape and size first appear on the 1948 USGS map and a 1953 aerial photograph of this area; they were not yet present in a 1947 aerial photograph (NETR Online 2017). Additional foundational remnants within this complex were partially obscured by dried grasses. No buildings or structures are shown in the project area or immediate vicinity on the 1901 USGS map. Due to the relatively recent age of the foundations (post-World War II), they do not represent a significant resource. Given the lack of structures within or adjacent to the property in the early part of the twentieth century, the potential for historic archaeological resources is considered low.

The NAHC was contacted for a Sacred Lands File search and list of Native American contacts on September 14, 2017. A response was received on September 15, 2017 with negative results. Outreach letters to the Native American contacts provided by the NAHC is currently underway. As responses are received, they will be forwarded to the applicant and the City.

A study was undertaken to identify cultural resources that may be present in the proposed project area and to determine if the proposed project may adversely affect any resources eligible for the CRHR. No archaeological or historical resources have been identified within the project property; therefore, no impacts to cultural resources are anticipated with project implementation.

As noted above, foundations are present that appear to date to the late 1940s; there are no standing structures, and the foundations are not important resources. The general area is sensitive for Native American resources, and previously unrecorded cultural material was encountered during monitoring at P-37-029336 (CASDI-18767), located ½ mile away. The project site is not in an alluvial or colluvial setting, so buried resources are not anticipated, but ground visibility was poor during the field survey, so there is a potential for resources that could not be seen.

The project site has been completely disturbed by previous residential development (two residential structures, two garages and two other storage type structures with a driveway in the middle of the site. Based on the Phase 1 Environmental Site Assessment (Phase 1 ESA) prepared for the site (GeoSoils, Inc. 2004), the site has been in residential use since approximately 1953. According to a records and literature search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, no cultural resources have been documented within the project site. Any surficial archaeological resources that may have existed at one time on the project site have likely been previously unearthed or disturbed during the construction of the residences and other building and structures that previously existed onsite. The Preliminary Geotechnical Report (GeoSoils, Inc. 2016) included geotechnical borings, which identified fill materials to a depth of approximately one to one and a half feet.

The site geologic units encountered, during a 2004 subsurface investigation and site reconnaissance, included Quaternary-age colluvium (i.e., topsoil), a discontinuous Quaternary-age paleosol, and Quaternary-age old paralic deposits. Based on the geological units onsite, the potential for archaeological resources exists.

Proposed excavation activities of up to six feet are anticipated according to the grading plan which would have the potential for impacting undiscovered archaeological resources, resulting in a potentially significant impact. In the event that archeological resources are uncovered during grading and excavation activities, these resources would be evaluated by a qualified Archaeologist to determine their significance and the need to protect them in place; salvage and preserve them; or perform other measure(s) to reduce impacts to important cultural resources. MM CR 1-8 are incorporated into the proposed project and outline steps to take if archaeological resources are discovered during construction. With implementation of MM CR 1-8, potential impacts to archaeological resources would be less than significant.

c) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Section 21074?

Assembly Bill (AB) 52 became effective on July 1, 2015, and requires that prior to a lead agency's release of a Notice of Preparation (NOP) of an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND) or Negative Declaration (ND), the Lead Agency provide project notifications to California Native American Tribes that request such notification in writing. Once Native American Tribes receive a project notification, they have 30 days to respond as to whether they wish to initiate consultation regarding the project and specifically consultation regarding mitigation for any potential project impacts.

To determine whether the proposed project may have an impact on tribal cultural resources, the City is conducting government-to-government consultation with California Native American tribes that have requested such consultation per Section 21080.3.1 of the Public Resources Code. The City invited tribes, as identified by the NAHC, to consult on the project under the requirements of AB 52 on June 28, 2017. Three tribes responded to the City including the Rincon Band of Luiseno Indians, the San Luis Band of Mission Indians and the Viejas Band of Kumeyaay Indians. Two tribes (Rincon and San Luis Rey) requested formal consultation with the City.

No cultural resources have been identified onsite; however, the general vicinity of the project is considered to be culturally sensitive, and ground visibility was poor at the time of the survey. Given these factors and consultation and input with local Native American tribes, potentially significant impacts could occur, and mitigation is required.

The *Cultural Report* (Helix, 2017) recommends that a grading monitoring program be implemented at least during initial ground disturbance. In addition, the City has standard mitigation measures which are identified below to ensure that no significant impacts result from project implementation.

Implementation of MM CR-1 through CR-8 would reduce potential cultural resources impacts, including tribal cultural resources impacts, to a less than significant level.

Mitigation Measures

- CR-1** Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. The Applicant/Owner shall submit a copy of the executed agreement with the Grading Permit application. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the San Luis Rey Band 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 proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.
- CR-2** Prior to the issuance of a Grading Permit, the Applicant/Owner shall provide a copy of an executed contract to the City of Oceanside Planning Division providing that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner expense to implement the monitoring program, as described in the pre-excavation agreement.
- CR-3** Prior to the release of the grading bond, the Qualified Archaeologist will have submitted a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan), along with the Luiseño Native American Monitor's notes and comments, to the City of Oceanside Planning Division for review and acceptance.

- CR-4** The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities (i.e. grubbing, clearing, grading, cutting, filling, trenching and/or boring). The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner shall not begin any ground disturbing activities until they have provided the City of Oceanside Planning Division with a schedule of ground disturbing activities and until the Qualified Archaeologist and Luiseño Native American Monitor are on-site to conduct monitoring of all ground disturbing activities.
- CR-5** The City will invite the Qualified Archaeologist and Luiseño Native American Monitor to attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during any ground disturbing activities, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be subject to appropriate and reasonable testing or sampling by the Qualified Archaeologist and Luiseño Native American Monitor to assure the recovery of any and all tribal cultural resources.
- CR-6** The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be given to the Luiseño Native American Monitoring Tribe so that they may be repatriated at the site on a later date. If the Qualified Archaeologist or Luiseño Native American Monitor determines that the unearthed artifact deposits or cultural features are considered potentially significant, they shall notify and consult with the consulting Tribes to determine the respectful and dignified treatment of those resources. The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If the Qualified Archaeologist recommends and the City requires a data recovery plan, the consulting Tribes shall be notified and consulted regarding the preparation and scope of any such recovery plan. If the Qualified Archaeologist collects any artifact deposit samples as part of the data recovery plan, the Luiseño Native American monitor shall be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect any artifact deposit samples that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the consulting Tribes for respectful and dignified treatment in accordance with the Tribes' cultural and spiritual traditions. Reburial of cultural material on-site is the preferred treatment; however, if this is not feasible, the consulting Tribes will determine a location for reburial of cultural material as close as possible to the location in which it was found. The area in which cultural material is reburied shall be a location that will not be disturbed in the future.

CR-7 Return Tribal Cultural Resources to the Most Likely Descendant. Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, Pala Band of Mission Indians, Rincon Band of Luiseño Indians, and/or the Most Likely Descendant.

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

Potentially Significant Unless Mitigated. Old Paralic deposits have been assigned a high paleontological sensitivity based on the occurrence of diverse and well-preserved assemblages of marine invertebrate fossils and terrestrial vertebrates found in equivalent deposits in other parts of coastal San Diego County including within the City of Oceanside. Given the known high paleontological sensitivity of old Paralic deposits and because the project's excavation activities could extend deep enough to encounter previously undisturbed deposits and possible paleontological resources preserved in these units/deposits, the project has the potential to significantly impact paleontological resources. However, implementation of a Paleontological Resources Mitigation Program during construction, as required in MM CUL-9, would reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Measure

CR 8 Prior to the issuance of any grading permit, the Property Owner/Developer shall provide written evidence to the City of Oceanside that a qualified Paleontologist has been retained to observe grading activities in native sediments and salvage and catalogue fossils, as necessary. The Paleontologist shall be present at the pregrade conference; shall establish procedures for paleontological resources surveillance; and shall establish, in cooperation with the Property Owner/Developer, procedures for temporarily halting or redirecting work to permit Sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage. Upon completion of grading and excavation activities, the Paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalogue and analysis of the fossils found; and the present repository of the fossils. The Property Owner/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Oceanside on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.

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

Potentially Significant Unless Mitigated. Due to the past disturbance on the project site, it is not anticipated that human remains, including those interred outside formal cemeteries, would be encountered during grading or excavation activities at the project site. However, in the unlikely event that human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Mitigation Measure CR-9 below has been included to ensure that Potential impacts to any human remains would be less than significant.

Mitigation Measure

CR-9 As mandated 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, or the Qualified Archaeologist shall immediately notify the San Diego County Coroner's office by telephone. 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 pursuant to Public Resources Code 5097.98. If such a discovery occurs, 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. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner determines that the remains are Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then make a determination as to the Most Likely Descendent. Any Native American remains discovered on the project site shall be kept in-situ, or in a secure location in close proximity to where they were found, and any analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. At the conclusion of any analysis, any Native American remains shall be repatriated to the Most Likely Descendent for re-burial, in accordance with PRC 5097.98.

Mitigation Measures

With implementation of mitigation measures CR 1 – CR-9, all potential impacts to cultural resources, including tribal cultural resources, would be less than significant.

14.6 GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Update Geotechnical Evaluation (Geotechnical Report) (GeoSoils, Inc. November 30, 2016) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix C.

Impact Discussion

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

Less Than Significant Impact. The project site is located within the seismically active southern California region and would likely be subjected to ground shaking, thus exposing the proposed project buildings and residents to seismic hazards. According to the Geotechnical Report (Geosoils 2015), there are no known active faults crossing the site. According to regional geologic mapping by Kennedy and Tan (2005), a buried or concealed, northeast-trending fault transects the subject site. This fault is shown to displace sediments within the Santiago Formation in exposures to the northeast of the site. However, it is not shown to displace the old paralic deposits underlying the site. The estimated age of the old paralic deposits ranges between 220,000 to 413,000 years before present (Kennedy and Tan, 2005). Thus, the fault has been determined to be pre-Holocene in age and not a seismically active fault. Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Potentially Significant Unless Mitigated. Southern California is a seismically active region likely to experience, on average, one earthquake of Magnitude 7.0, and ten (10) earthquakes of Magnitude 6.0 over a period of 10 years. Active faults are those faults that are considered likely to undergo renewed movement within a period of concern to humans. These include faults that are currently slipping, those that display earthquake activity, and those that have historical surface rupture. The California Geological Survey (CGS) defines active faults as those which have had surface displacement within Holocene times (about the last 11,000 years). Such displacement can be recognized by the existence of sharp cliffs in young alluvium, unweathered terraces, and offset modern stream courses. Potentially active faults are those believed to have generated earthquakes during the Quaternary period, but prior to Holocene times.

As noted above under the response to 14.6 a.i., an inactive buried northeast-trending fault transects a portion of the subject site. In addition to this inactive fault, there are several active and potentially active fault zones that could affect the project site. The faults within these zones include the Newport-Inglewood, Whittier, San Andreas, San Jacinto, Malibu-Coast-Raymond, Palos Verdes, San Gabriel, and Sierra Madre-Santa Susana-Cucamonga faults. Geotechnical design considerations for construction in the City of Oceanside are governed by the Oceanside Building Code, as set forth in Chapter 6, Article II, of the City's Municipal Code, which incorporates by reference the California Building Code (CBC). All buildings and other structures constructed as part of the proposed project would be designed in accordance with applicable requirements of the CBC in effect at the time of grading plan submittal, the Oceanside Municipal Code, and any applicable building and seismic codes in effect at the time the grading plans are submitted. The Preliminary Geotechnical Report concludes that the effects of seismic shaking would be mitigated by adhering to the CBC and other applicable requirements. Furthermore, the Geotechnical Report (GeoSoils 2016) concludes that the proposed project is feasible from a geotechnical standpoint, provided the recommendations provided in the Preliminary Geotechnical Report are incorporated into the design and construction of the proposed project. Therefore, MM GEO-1 is provided below to ensure compliance with the recommendations contained in the Geotechnical Report. Conformance with this mitigation measure as well as standard engineering practices and design criteria would reduce the effects of seismic ground shaking to less than significant levels.

Mitigation Measure

GEO 1 Prior to issuance of a grading permit, site preparation and building design specifications shall follow the recommendations in the Update Geotechnical Evaluation Report prepared by Geosoils Inc. (dated November 30, 2016) and additional future site-specific, design-level geotechnical investigations of the project. Based on the Geotechnical Report, recommendations to be included in the project specifications pertain to Earthwork, Shoring of Excavations, Surface Drainage and Low Impact Development Measures, Foundation and Slab Considerations, and Construction Observation and Plan Reviews.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. According to the Geotechnical Report prepared for the project (Geosoils 2016), due to the depth to groundwater and the dense nature of the old paralic deposits onsite, the potential for the site to be adversely affected by liquefaction/lateral spreading is considered less than significant.

iv) Landslides?

Less Than Significant Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the Geotechnical Report prepared for the project (Geosoils 2016), given the relatively gentle sloping topography and soil conditions onsite, the site is not considered to be susceptible to deep-seated landslides. Site stabilization and soil compaction requirements required by project geotechnical investigation and design parameters established by the most recent California Building Code (CBC) and the City’s Seismic Hazard Mitigation Ordinance would further reduce any potential impacts to less than significant.

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

Potentially Significant Unless Mitigated. Grading and trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The contractor will be required to comply with standard engineering practices for erosion control and a qualified soils engineer will monitor soil compaction during construction. Implementation of the following mitigation measures would reduce potential soil erosion impacts to less than significant levels.

Long term, the proposed project would decrease the amount of impervious surfaces at the project site, resulting in more surface area exposed to potential erosion. However, a Storm Water Mitigation Plan (SWMP) will be prepared for the proposed project to evaluate proposed conditions related to storm water runoff. The SWMP will identify design features, Low Impact Design (LID) features, and permanent source control Best Management Practices (BMPs) to reduce long-term operational erosion impacts. Thus, there would be minimal areas of exposed soils following completion of the proposed project, and the potential for erosion would be remote. This impact is less than significant, and no mitigation is required.

Mitigation Measure

GEO 2 Prior to the issuance of any grading permit, the project proponent shall prepare and submit an Erosion and Sediment Control Plan for review and approval by the City Engineer or his designee. The plan shall identify and detail methods that will be implemented to control erosion from graded or cleared portions of the site including, but not limited to, straw bales, sandbags, soil binders, diversion fences, desilting basins, etc. The Plan shall be prepared in accordance with the City's grading ordinance, the City's water quality ordinance and the latest National Pollution Discharge Elimination System (NPDES) Regional Permit subject to the satisfaction of the City Engineer or his designee.

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

Less Than Significant Impact. According to the Geotechnical Report (Geosoils 2016) prepared for the project, a perched groundwater table may occur 20 to 30 feet below the lowest site elevation. However, no water extractions or similar practices are anticipated to be necessary that are typically associated with project-related subsidence effects. In addition, surface material which would be disrupted or displaced would be exported or re-compacted on-site during project construction. Adherence to standard engineering practices would result in less than significant impacts related to landslide, lateral spreading, subsidence, liquefaction or collapse of the land. Refer also to the Response 14.6a, above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?

Potentially Significant Unless Mitigated. According to the Preliminary Hydrology Report (Buccola 2017), the site contains Group D Soils. These types of soils have a very slow infiltration rate with high runoff potential when wet. These soils consist of clays that have a high shrink-swell potential and have a very slow rate of water transmission. The dominant geologic units encountered during subsurface investigations of the site included Quaternary-age colluvium (i.e., topsoil), a discontinuous Quaternary-age paleosol, and Quaternary-age old paralic deposits. Previous expansion index (E.I.) testing, performed on collected samples of the onsite earth materials indicate expansion indices ranging between 76 and 126. This corresponds to medium and high expansion potentials, respectively. Previous Atterberg limits testing on these samples indicates plasticity indices (P.I.s) ranging between 28 and 40. Based on these test results, the onsite soils meet the criteria of detrimentally expansive soils, as indicated in Section 1803.5.3. of the 2013 CBC (CBSC, 2013). In order to comply with 2013 CBC requirements for the mitigation of expansive soils, the proposed residential structures will need specific foundation and slab-on-grade design that will tolerate the shrink/swell effects of expansive soils (see Section 1808.6.2 of the 2013 CBC). The Geotechnical Report (GeoSoils 2016) concludes that the proposed project is feasible from a geotechnical standpoint, provided the recommendations provided in the Preliminary Geotechnical Report are incorporated into the design and construction of the proposed project. Therefore, MM GEO-1 has been included to ensure compliance with all of the recommendations contained in the Geotechnical Report. Conformance with this mitigation measure as well as standard engineering practices and design criteria would reduce the effects of expansive soils to less than significant levels.

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

No Impact. The proposed project does not include the implementation of septic tanks or alternative wastewater disposal systems and would connect to the municipal sewer system. Therefore, no impacts would occur.

Mitigation Measures

With the implementation of MM GEO 1 and MM GEO 2, all impacts would be less than significant.

14.7 GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Air Quality and Greenhouse Gases Technical Report for the Sandpiper Villa Residential Care Facility for the Elderly (AQ Report) (RCH Group, Inc. March 4, 2019) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix A.

Impact Discussion

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

Less Than Significant Impact. The accumulation of greenhouse gases (GHGs) in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and motor vehicles have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change. GHGs include all of the following gases; carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride (NF₃), and sulfur hexafluoride (California Health and Safety Code section 38505(g)). Carbon dioxide is the reference gas for climate change because it has the smallest warming potential. To account for the warming potential of different GHGs, GHG emissions are quantified and reported as CO₂ equivalents (CO₂e). The effects of GHG emission sources (i.e., individual projects) are reported in metric tons per year of CO₂e. This allows for comparisons between projects that have different percentages of the seven GHGs. Potential global warming impacts in California may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects may include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

City of Oceanside Climate Action Plan (CAP) April 2019

In April 2019, the City adopted its first Climate Action Plan (CAP). The Oceanside CAP outlines measures the Oceanside community will take to make progress towards meeting the State of California's 2050 GHG reduction goal. The Oceanside CAP seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. While federal and state measures are contributing significantly to GHG emissions reduction, climate action at the local level is essential in reducing global emissions to sustainable levels. In California, achieving the State's 2050 GHG reduction

target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program.

The City of Oceanside CAP demonstrates the City's commitment to developing programs, standards, guidelines, and incentives that support sustainable land use patterns, healthy living, and community character. The CAP integrates the City's past and current GHG reduction efforts with additional measures that seek to balance GHG reduction with other priorities, including quality of life, economic development, and fiscal responsibility. By using energy more efficiently, harnessing renewable energy, reducing, reusing, recycling, and composting waste, conserving water, and enhancing access to sustainable modes of transportation, the City can reduce costs, increase business activity, generate new green jobs, and improve the lives of Oceanside residents in sustainable ways.

The City is on track to meet its state-aligned emissions reduction targets for 2020 and 2030 without additional emissions reduction measures. Meeting long-term reduction targets requires direct action and the City is taking action now to ensure that long term reduction targets are met. Consistent with the County of San Diego GHG thresholds, the Oceanside CAP recommends 900 metric tons of CO₂e per year screening level as a GHG significance threshold. The CAP recommends amortizing construction emissions over the operational life of the project (conservatively estimated at 20 years unless evidence is provided) and adding amortized construction emissions to operational emissions and then comparing the total to the 900 metric tons of CO₂e per year screening level. The Oceanside CAP assumes that projects below the screening level would have a less-than-cumulatively considerable GHG emissions impact.

Significance Criteria

The City of Oceanside adopted a Climate Action Plan in April 2019. For CEQA purposes, the City utilizes the same GHG significance threshold utilized by the County of San Diego. As noted above, 900 metric tons of CO₂e per year is the GHG significance threshold. The proposed project would have a cumulatively considerable contribution to climate change impacts if it would result in a net increase of GHG emissions, either directly or indirectly, at a level exceeding 900 metric tons of CO₂e per year.

The proposed project would result in GHG emissions from approximately one year of construction activities and long-term operational emissions after construction is completed. The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to quantify GHG emissions associated with construction of the proposed project, as well as long-term operations associated with landscape maintenance, energy use, water and wastewater use, solid waste, and vehicle trips. CalEEMod incorporates local energy emission factors and GHG emissions are reported as CO₂e. Annual GHG emissions that would be generated from construction and operational activities are presented in **Table GHG-1**.

Table GHG-1: Estimated Greenhouse Gas Emissions

Emission Sources	GHG Emissions (Metric Tons of CO₂e Per Year)
Proposed Project Construction	420.6
Proposed Project Operations	

Area	1.2
Energy	144.0
Mobile	283.1
Waste	43.6
Water	42.3
Total Proposed Project Operations	514.2
Amortized Construction Emissions (20 years)	21.0
Total Proposed Project	535.2
Significance Threshold	900
Significant?	No

Source: CalEEMod Version 2016.3.2

Note: Per City of Oceanside CAP (2019) Guidance, Construction emissions are amortized over 20 years and added to operational emissions for comparison to the significance threshold.

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

Less Than Significant Impact. The principal overall State plan and policy adopted for the purpose of reducing GHG emissions is AB 32 (the California Global Warming Solutions Act of 2006). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. AB 32 was preceded by Executive Order S-3-05, which proclaims that California is vulnerable to the impacts of climate change. In an effort to avoid or reduce the impacts of climate change, Executive Order S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. In April 2015, this policy was reaffirmed by Executive Order B-30-15, which orders “A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050” (COOG 2015).

AB 32 is being implemented at the State level. AB 32 requires CARB to prepare a Scoping Plan that lays out California’s strategy for meeting AB 32’s goals. Implementation of AB 32 is the responsibility of the Climate Action Team, comprised of 18 State agencies. The Climate Action Team has developed or enhanced and implemented statewide plans and regulations such as GHG emissions standards for vehicles, requirements for renewable power generation, and programs to develop low carbon fuels. However, compliance by individual projects is not required by these regulations. Therefore, the proposed project would not conflict with AB 32, Executive Order S-3-05, Executive Order B-30-15, and related plans and regulations.

In April 2019, the City of Oceanside adopted a CAP to reduce local GHG emissions. The CAP serves as the roadmap for how the City will ensure energy consumption and GHG emissions meet State GHG emissions targets (AB 32). The principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Statewide plans and regulations such as GHG emissions standards for vehicles and the LCFS are being implemented at the statewide level, and compliance at the specific plan or project level is not addressed. The assumption is that AB 32 will be successful in reducing GHG emissions and reducing the cumulative GHG emissions statewide by 2020. The State has taken these measures, because no project individually could have a major impact (either positively or negatively) on the global concentration of GHGs. Therefore, the proposed project would result in a significant impact if it would be in conflict with AB 32 State goals. The proposed project has been reviewed relative to the AB 32 measures and it has been determined that the proposed project would not conflict with the goals of AB 32.

As previously discussed, the proposed project's increase in GHG emissions would be below the City's Bright Line significance threshold. Implementation of the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. There would be a less than significant impact.

Mitigation Measures

No mitigation measures are required.

14.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Phase I Environmental Site Assessment (Phase 1 ESA) (GeoSoils, Inc. October 19, 2004) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix D.

Impact 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 Impact. Hazards to the environment or the public through the transport, use, or disposal of hazardous materials are typically associated with operation of non-residential uses, such as industrial and some commercial uses. Demolition and construction activities for the proposed project would be relatively short-term (approximately 12 months) and the transport, use and disposal of hazardous materials as part of these activities would be temporary. Construction activities would involve the use of chemical substances such as solvents, paints, fuel for equipment, and other potentially hazardous materials. These materials are common for construction activities, would be used in limited quantities, and do not pose a significant hazard to the public or the environment. Consistent with existing residential and commercial development in the vicinity of the project site, once constructed, the proposed uses would involve hazardous materials (e.g., paint, pesticides, cleansers, and solvents) for maintenance activities, but any use would be in limited quantities. The proposed project would not utilize, store, or generate hazardous materials or wastes in quantities that may pose a significant hazard to the public. The transport, use and disposal of hazardous materials during construction and operation would be conducted in accordance with existing regulations for hazardous waste transport, use and disposal, and potential impacts would be less than significant.

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

Potentially Significant Unless Mitigated. No evidence of recognized environmental conditions was identified onsite (Geosoils 2004) and the proposed project is not anticipated to result in a release of hazardous materials into the environment. However, during the short-term period of site disturbing activities during project construction, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The contractor will be required to use standard construction controls and safety procedures which would avoid and minimize the potential for accidental release of such substances into the environment.

The Phase 1 ESA prepared for the site (Geosoils 2004) concludes that while the potential for onsite potential environmental concerns is low, the risk associated with the accidental release of these hazardous substances associated with existing trash and debris onsite would be considered significant and mitigation is required. In addition, the Phase 1 ESA noted that due to the past use of the site for residences, septic systems may still exist onsite. The Phase 1 ESA provides two applicable recommendations to minimize the risks to less than significant levels. These recommendations are incorporated as Mitigation Measures MM HAZ 1 and HAZ 2 below.

Mitigation Measures:

HAZ 1 All trash, debris and waste materials should be disposed of offsite, in accordance with current local, state and federal disposal guidelines. Any materials containing petroleum residues encountered during improvements should be evaluated prior to removal and disposal following proper procedures. Any buried trash or debris encountered should be evaluated by an experienced environmental expert prior to removal.

HAZ 2 Based on the historic property use, septic tanks (systems) may exist in the property. Although not considered a hazardous waste, any buried septic systems should be properly removed or abandoned following County Department Health regulations.

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

Less Than Significant Impact. The Mira Costa College Community Learning Center is located within one quarter miles of the project site. However, due to the nature of the proposed project 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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. According to the *Phase 1 ESA*, the proposed project site is not included on a list of sites containing hazardous materials and would not result in a significant hazard to the public or to the environment. According to the *Phase 1 ESA*, there are 27 reported mapped risk sites within one mile of the site. Two of the sites are located within ¼ mile of the site and both cases have been closed. Based on their status, the depth to groundwater and cross or no down-groundwater gradient, these sites present a low potential to impact the site. No evidence of recognized environmental conditions was identified onsite.

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

No Impact. The nearest airport is the Oceanside Municipal Airport, located approximately 2.0 miles northeast of the project site. The Oceanside Municipal Airport Land Use Compatibility Plan (ALUCP) was adopted by the San Diego County Airport Land Use Commission (ALUC) in January 2010 and amended in December 2010 (San Diego County ALUC 2010). While the project site is within two miles of a public airport, the project site is not located within the designated Airport Influence Area (AIA) for the airport, which defines the jurisdiction of the ALUC and is the area where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC. Land use actions that affect properties within the AIA are subject to the compatibility policies and criteria in this ALUCP. The project site is also not within an area requiring an Aviation Easement or in an Overflight Notification Area (San Diego County ALUC 2010). Therefore, the project would not result in a safety hazard for people residing or working in the project area. No impact would occur, and no mitigation is required.

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

No Impact. The proposed project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

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

No Impact. The proposed project would have no impacts on emergency response plans or emergency evacuation plans. A facility specific emergency response plan would be developed by the applicant consistent with State licensing requirements in coordination with the Oceanside Fire Marshal as part of project permitting. No revisions to adopted emergency plans would be required as a result of the proposed project.

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

No Impact. The project would not expose people or structures to a significant risk of wildland fires because the project site does not adjoin OFD-designated wildland areas.

Mitigation Measures

With implementation of MM HAZ 1 and MM HAZ 2, all impacts would be less than significant.

14.9 HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Preliminary Hydrology Report (Hydrology Report) (Buccola Engineering, Inc. January 27, 2017) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix E.

Impact Discussion

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Unless Mitigated. The site is a tributary to the Loma Alta Creek, Loma Alta Slough, and the Pacific Ocean at the Loma Alta Slough. The site drainage patterns are characterized as sheet flow and tend from northeast to southwest. The flows concentrate at the existing curb located at the northwest parcel boundary (Buccola 2017). The flows form a confluence with offsite runoff and travel by street / gutter flow to an existing curb inlet located south of the site on Dixie Street.

Potential impacts related to water quality would range over three different phases of project implementation: 1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation into on-site drainages would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with site runoff would increase.

The proposed project could result in short-term construction impacts to surface water quality from demolition, grading, and other construction-related activities. Storm water runoff from the project site during construction could contain soils and sediments from these activities. Spills or leaks from heavy equipment and machinery and construction staging areas can also enter the runoff and typically include petroleum products such as fuel; oil and grease; and heavy metals. Building construction would also involve the use of hazardous materials (e.g., paints, solvents, and cleansers, among others) that may enter the storm water runoff. Compliance with the water quality requirements and standards set forth in the Construction General Permit would be required, including development of a SWPPP prior to the start of demolition, grading, or construction. The SWPPP would include BMPs to reduce storm water quality impacts. The BMPs that are most often used during construction include watering exposed soils; covering stockpiles of soil; installing sandbags or gravel bag berms to minimize off-site runoff; creating temporary desilting basins; and timing grading to avoid the rainy season. Compliance with applicable regulatory requirements, including the implementation of BMPs identified in the SWPPP for the proposed project, would ensure that construction related water quality impacts would be less than significant. No further mitigation is required; however, implementation of MM GEO-2 included in Section 14.6, Geology and Soils, of this IS, would further reduce potential soil erosion.

Because the proposed project qualifies as a Priority Development Project under the MS4 permit, a Priority Development Project Storm Water Mitigation Plan (SWMP) will be prepared for the proposed project.

The onsite surface improvements are private, and include curb and gutter, porous paver drive aisle, and guest parking areas, concrete pedestrian walkways, private storm drainage systems to serve the Stormwater Treatment control BMPs, and underground Detention/HMP facilities. Public underground utilities will include, sanitary sewer, storm drain systems, water mains and dry utilities. There is a single entry/exit driveway to the project site proposed from Dixie Street.

The site drains to Loma Alta Creek and ultimately the Pacific Ocean. Storm water runoff from the project site is directed to offsite drains and is then discharged directly into the Pacific Ocean, which is the “receiving water” for storm water runoff from the project site. Specifically, receiving water is the Pacific Ocean Shoreline. When a particular receiving water body is being compromised by degraded water quality, Section 303(d) of the CWA requires identification and listing of that water body as “impaired”. The Pacific Ocean Shoreline at the Loma Alta Slough is identified as an impaired receiving water due to enterococcus and total coliform. Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards. Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

The pollutants associated with the proposed project include sediment, nutrients, trash and debris, oxygen demanding substances (including solvents), oil and grease, bacteria and viruses, pesticides, heavy metals, and organic compounds. The pollutants of concern for the proposed development are bacteria and viruses, which would cause impairment to the CWA 303(d) receiving water (e.g., Pacific Ocean).

With implementation of the project, storm water runoff from four drainage areas will surface flow to four individual storm water treatment control BMPs. The Storm Water Treatment Control BMPs proposed are (4) Proprietary Vault/Tree Well treatment facilities, manufactured by BioClean Environmental Services, Inc. The treatment facilities operate as a Modular Wetlands System and utilizes horizontal flow-through-filtration as it replicates the natural processes to remove a variety of pollutants from stormwater runoff, including fine TSS, bacteria, oils and grease, heavy metals and harmful nutrients like nitrate and phosphorus. While most systems utilize a single treatment method, the MWS incorporates screening, hydrodynamic separation, absorptive media filtration into a single completely modular system. The treated runoff is then piped to a downstream Hydromodification Management Practice Facility (HMP) (Buccola 2017).

The HMP facility will consist of a 42” HDPE underground detention/storage pipe with a controlled outlet structure at the downstream end of the pipe. The outlet of the HMP structure has a double chamber with a built-in weir. The weir has multiple low flow orifice openings that release the runoff at a rate equal to or less than the existing (0.1) (Q2) and (Q10). The Peak unmitigated Q100 runoff will be attenuated to the existing condition runoff rate with added detention storage provide by the HMP storage pipe. An overflow weir will be sized to allow only a release rate of 3.65 cfs, equal to the existing project Q100 peak flow rate. The detention design, details, exhibits, volume and orifice sizing calculations are provided in the “Technical Memorandum: Determination for Pre and Post- Developed 100-year Peak Flow”, prepared by: “Tory R. Walker Engineering”, for the Proposed Project dated June 1, 2015, and is included in Section 4, Appendix A8 of the Preliminary Hydrology Report (Appendix E). The HMP outlet structure connects to a proposed storm drain system in Dixie Street, and carries the runoff westerly to an existing 36” RCP. The RCP crosses Dixie Street, and connects to an existing catch basin box on the south side of Dixie Street.

Installation of the proposed drainage facilities will protect water quality. Compliance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity would prevent stormwater pollution from impacting waters of the U.S. in the vicinity of the project site. Implementation of the mitigation measure WQ-1 identified below would reduce potential water quality impacts to less than significant levels.

Mitigation Measure

WQ-1 The Stormwater Quality Management Plan (SQMP) shall emphasize structural and non-structural Best Management Practices (BMPs) in compliance with the National Pollution Discharge Elimination System (NPDES) Regional Permit requirements. Specific measures shall include:

- Siltation of drainage devices shall be handled through a maintenance program to remove silt/dirt from channels and parking areas.
- Surplus or waste material from construction shall not be placed in drainage ways.
- All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner.
- During construction, temporary gravel dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- Stabilizing agents such as straw, wood chips and/or soil sealant/dust palliative shall be used during the interim period after grading in order to strengthen exposed soil until permanent solutions are implemented.
- Landscaped areas shall be continually maintained in order to assure adequate growth and root development.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The project would not have the potential to substantially deplete groundwater supplies or interfere with groundwater recharge. Construction would be short-term in nature and would not substantially affect the groundwater table which is estimated to be 20-30 below the ground surface (Geosols 2016). The project would not have the capacity to increase the amount of water consumed regionally through increased withdrawals from groundwater sources because no groundwater would be affected during constructed or used for operation. No impacts are anticipated to occur.

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

Less Than Significant Impact. There are no streams or rivers near the project site. Storm water from the project site currently flows to on-site storm drains which connect to the storm drains on Dixie Street. These drains ultimately discharge directly into the Pacific Ocean. As previously described, storm water from the project site would be treated on site and then discharged into on-site drains that would connect to drains on Dixie Street. Flows from the project site would not increase the overall flow rates compared to the existing condition.

No change in off-site drainage patterns would occur. Changes in on-site drainage flows would be local and not significant since they be approximately equivalent to existing volumes and rates from the project site. Limited undeveloped areas on site would consist of landscaped areas that would not result in a substantial increase in the amount of erosion or sedimentation from the site after construction is complete. No significant impacts would occur, and no mitigation is required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Refer to Response (14.9.c), above.

e) 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?

Less Than Significant Impact. Construction of proposed improvements may result in minor changes in the amount of runoff due to an increase in the amount of impermeable surface area within the project site. Surface runoff velocities, volumes and peak flow rates would have a minor increase due to impervious surfaces. However, due to limited area of open space which would be converted to impermeable surfaces, the proposed project would not have the capacity to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Discharge from the proposed project through stormwater facilities would consist of non-point sources. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, and careless material storage and handling. Majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period. However, due to the nature of the proposed project, as a water distribution/storage tank and associated pipeline, project impacts in this regard are not considered to be significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project area is not located within a 100-year flood hazard area. Therefore, no flood related impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located within a 100-year flood hazard area. Refer to Response 4.8c and Response 14.9.d, above, for additional discussion.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. As previously stated, the project does not propose any new housing or building structures within the 100-year flood plain. However, as previously mentioned above, under Section 4.6, *Geology and Soils*) the project area could be subject to ground shaking from various earthquakes due to its proximity to the various faults and fault zones. Ground shaking during a major earthquake on any of the regionally active or potentially active faults may cause damage to the proposed reservoir, resulting in temporary loss of fire flow pressure, and/or nominal downstream flooding. However, the volume of water released during a rupture of the reservoir would be accommodated by the natural drainage swale which drains the project site and would not result in damage to residences in the vicinity. Adherence with the current UBC design criteria relative to seismic events would reduce impacts to less than significant levels.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. There are no anticipated impacts to the proposed project from seiche, tsunami or mudflow, as no topographical features or water bodies capable of producing such events occur within the project site vicinity.

Mitigation Measures

With implementation of WQ-1, all impacts would be reduced to less than significant levels.

14.10 LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion**a) *Physically divide an established community?***

No Impact. The proposed project will not have an impact on the physical arrangement of an established community because the proposed project would be developed on an existing, previously developed but currently vacant infill site. Therefore, no impacts are anticipated to occur.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact. The proposed project is consistent with the City of Oceanside General Plan Land Use Element's designation for the project site which is Single Family Detached Residential (SFD-R). A zone change from Single Family Residential (RS) to Public/Semi-Public District (PS) is required to support the proposed project and is part of the discretionary application submitted by the applicant. The proposed use of a "convalescent facility" as defined in Section 440.E of the City's Zoning Ordinance is permitted in the PS District subject to approval of a Conditional Use Permit (CUP). If the project is approved, the zone change would occur, and the proposed project zoning would be consistent with the Official Zoning Map designation of the property and the CUP would be granted. Therefore, less than significant impacts would occur.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. Refer to Response 14.4.f above, which concludes the project would not conflict with any habitat conservation plan or natural communities' conservation plan.

Mitigation Measures

No mitigation measures are required.

14.11 MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact 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?

No Impact. According to the Environmental Resource Management Element of the City of Oceanside General Plan, mineral deposits in the City are primarily limited to the San Luis Rey River Basin and along El Camino Real north of Oceanside Boulevard. The project site is not located on or near these deposits and the City of Oceanside does not identify any known locally or State-designated mineral resource recovery sites on the project site. Therefore, implementation of the proposed project would not result in the loss of access to lands potentially containing mineral resource. In addition, The City's General Plan and Zoning Ordinance would not permit any mineral extraction on or within the vicinity of the project site. Therefore, the project would have no impact to any known mineral resources. No mitigation is required.

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. Refer to Response 14.11a, above.

Mitigation Measures

No mitigation measures are required.

14.12 NOISE. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Noise Technical Report (Noise Report) (RCH Group, Inc. July 2019) prepared for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix F.

Impact Discussion

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Unless Mitigated. The City of Oceanside General Plan Noise Element establishes the following controls on construction noise:

1. It should be unlawful for any person within any residential zone or 500' therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise level of 50 dB at any property line, unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dB at 100' from the source.

3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by 5 dB. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

The Noise Element does not explicitly identify noise level limits for specific land use types. The State of California noise and land use compatibility guidelines indicate that exterior noise levels up to 70 dB Ldn or CNEL are considered acceptable for nursing homes (OPR, 2003). Additionally, an interior noise level of 45 dB Ldn or CNEL is required by the California Building Code Title 24 (Title 24, CCR, Section 1207).

City of Oceanside Noise Ordinance

Non-transportation or stationary sources of noise are regulated by Section 38.12 of the Noise Ordinance. According to Section 38.12 of the Noise Ordinance, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable base district zone on which the sound is produced to exceed the applicable limits shown in **Table N-1**. The sound level limit for residential and medium density residential areas is 50 dB Leq from 7:00 a.m. to 9:59 p.m. and 45 dB Leq from 10:00 p.m. to 6:59 a.m.

Table N-1: Oceanside Sound Level Limits (dB)

Base District Zone	7:00 a.m. to 9:59 p.m.	10:00 p.m. to 6:59 a.m.
Residential Estate, Single-Family Residential, Medium Density Residential	50	45
High Density Residential, Residential Tourist	55	50
Commercial	65	60
Industrial	70	65
Downtown	65	55
Agricultural	50	45
Open Space	50	45

Source: Oceanside Noise Ordinance

Section 38.16 of the Noise Ordinance states, it shall be unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City of Oceanside, any disturbing, excessive, or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity.

Section 38.17 of the Noise Ordinance prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m.

Operational noise impacts of the proposed project would be significant if stationary sources at the project site exceed the sound level limits contained in the City of Oceanside Noise Ordinance. Proposed project operations that result in an increase in ambient noise levels of five decibels or more (Ldn, CNEL, or hourly Leq) would also result in a significant impact. Noise generated by the construction of the proposed project would result in a significant impact if it were to conflict with the construction noise limits and hours contained in the Oceanside General Plan Noise Element and Oceanside Noise Ordinance.

Short-term (10 to 15- minute) measurements were conducted at the project site on December 15, 2015 to measure existing background noise levels in the project vicinity. Noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. The noise measurements are summarized in Table N-2 below. The dominant noise sources during the noise measurements included traffic on Dixie Street and Grace Street as well as aircraft noise from Oceanside Municipal Airport. Noise sources also included pedestrians, train horns and noise from tools at a construction site located approximately 500 feet west of the project site.

As shown in Table N-2, noise measurements were conducted at several locations at the project site during the early afternoon. The average noise level (Leq) for the five-minute periods measured on the project site ranged from 48 to 58 dB. Additional measurements were conducted between 4:00 p.m. and 5:00 p.m. at Locations 3 and 4 to measure the average noise level of afternoon peak-hour traffic on Grace Street and Dixie Street. The noise meters at Locations 3 and 4 were placed at the approximate distance from each street at which the buildings of the proposed project would be located. The average noise level measured near Grace Street (Location 3) during peak-hour traffic was 56 to 59 dB. The average noise level measured near Dixie Street (Location 4) during peak-hour traffic was 56 dB.

Existing Sensitive Receptors

Noise-sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, churches, and libraries. The closest noise-sensitive land uses to the project site include single-family residences adjacent to the proposed project on the north and west. The residence adjacent to the project site on the west is approximately 10 feet from the project boundary, and the residences to the north are approximately 20 to 60 feet from the project boundary. Additional single-family residences across Dixie Street are approximately 65 feet south of the project boundary. There are also multi-family residences located 80 feet northwest of the project boundary. First Baptist Church of Oceanside is located 250 feet east of the project boundary and Friendly Church of God in Christ is 150 feet west of the project boundary. The Friendly Church of God in Christ also includes a preschool 65 feet west of the project boundary with an outdoor play area located adjacent to the project site on the west.

Table N-2: Existing Noise Levels in the Project Area

Location	Time Period	Noise Levels (dB)	Noise Sources
Location 1. Center of the project site	Tuesday December 15, 2015 12:38 p.m. to 12:48 p.m.	5-minute Leqs 53, 54 5-Minute Lmaxs: 56, 61	Distant traffic noise is 52 dB. Tools at construction site to the west range from 53-55 dB. Cars passing on Dixie Street and Grace Street are 51 to 55 dB. Siren on street to the north reaches 62 dB.
Location 2. Northern project boundary, approximately 30 feet from residence adjacent to the site on the north.	Tuesday December 15, 2015 12:55 p.m. to 1:05 p.m.	5-minute Leqs: 53, 54 5-Minute Lmaxs: 57, 59	Distant traffic noise is 54 dB. Overhead plane is 57 dB. Cars on Grace Street are 54 to 59 dB. Wind in trees and birds are 52 dB.
Location 3. Eastern project boundary, approximately 20 feet west of Grace Street.	Tuesday December 15, 2015 1:11 p.m. to 1:21 p.m.	5-minute Leqs: 58, 57 5-Minute Lmaxs: 73, 68	Traffic on Grace Street is 56 to 68 dB. Passing delivery truck is 72 dB. Tools and backup beepers at distant construction site are 53 dB. Siren on a street to the north is 57 dB and tool noise at a home to the north is 54 dB.
Location 3. Eastern project boundary, approximately 20 feet west of Grace Street	Tuesday December 15, 2015 4:25 p.m. to 4:40 p.m.	5-minute Leqs: 59, 56, 56 5-Minute Lmaxs: 74, 65, 63	Background noise from distant traffic is 52 dB. Cars passing on Grace Street range from 56 to 65 dB. Large pickup trucks passing on Grace Street are 70 to 74 dB.
Location 4. Southern project boundary, approximately 25 feet north of Dixie Street.	Tuesday December 15, 2015 1:28 p.m. to 1:38 p.m.	5-minute Leqs: 55, 55 5-Minute Lmaxs: 60, 65	Cars passing on Dixie Street are 51 to 65 dB. Overhead planes are 56 to 60 dB. Background beepers from distant construction reach 56 dB. Ambient level is 52 dB when there are no passing cars or construction noise.
Location 4. Southern project boundary, approximately 25 feet north of Dixie Street	Tuesday December 15, 2015 4:44 p.m. to 4:59 p.m.	5-minute Leqs: 56, 56, 56 5-Minute Lmaxs: 67, 69, 67	Cars passing on Dixie Street range from 57 to 64 dB. Trucks passing on Grace Street are 57 and 66 dB and car on Grace street is 55 dB.
Location 5. Western project boundary, approximately 25 feet east of adjacent residence	Tuesday December 15, 2015 12:11 p.m. to 12:26 p.m.	5-minute Leqs: 48, 51, 51 5-Minute Lmaxs: 58, 63, 64	Cars passing on Dixie street are 48 to 64 dB. Airplanes passing overhead are 49 to 61 dB, helicopter is 57 dB. Wind chimes at residence is 49 dB. Train horn is 48 to 49 dB. Tools at distant construction site are 47-49 dB. Freeway noise from I-5 is audible at the site. Woman pushing shopping cart by is 50 dB.

Source: RCH Group, 2019

Impacts to On-Site Uses

The main source of noise on the project site is traffic noise. As shown in **Table N-2** the average noise level measured during afternoon peak-hour traffic next to Grace Street ranged from 56 to 59 dB at a distance of 20 feet from the edge of the road. The average sound level measured during peak-hour traffic on Dixie Street was measured to be 56 dB at a distance of 25 feet from the road.

Under normal traffic conditions, the day-night average sound level (Ldn) is within about two dB of average noise levels during peak-hour traffic (Caltrans, 2013). Using this factor, the Ldn at the location of the proposed building facades closest to Grace Avenue would be 54 to 61 dB, and the noise level at the building façades closest to Dixie Street would be 54 to 58 dB. Exterior noise levels at the project site would not exceed the normally acceptable noise standard of 70 dB Ldn for nursing homes. Exterior noise levels at the project site would comply with the State of California land use compatibility guidelines

Light frame and masonry buildings will provide an exterior-to interior noise level reduction of 20 to 30 dB when windows are closed (FHWA, 2011). Noise levels at the interior of the facility would be less than 45 dB Ldn and would comply with the California Building Code. Occupants of the facility would not be exposed to interior or exterior noise levels in excess of applicable standards, and impacts would be less than significant.

Construction of the proposed project would result in a temporary short-term increase of noise levels in the project vicinity. Construction activities would include excavation and grading of the site and construction of the facility and would occur for a duration of approximately one year.

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The maximum noise levels for various types of construction equipment that would be required to build the proposed project are provided in Table N-3. As shown in Table N-3, construction equipment could generate maximum noise levels ranging from 76 to 85 dB at a distance of 50 feet.

Construction activities associated with the proposed project would result in a temporary increase in noise levels at noise-sensitive receptors in the project vicinity. The nearest residential receptor adjacent to the project site on the west could be exposed to a maximum exterior noise level up to 99 dB for a short period of time when construction equipment is operating at the closest point to the receptor. Even when operating at the closest point, there would probably be no exterior exposure to these noise levels since residents would go inside when construction is so close. This noise level would only occur when the loudest piece of equipment (grader) is operated at the closest point to the residence. Noise from excavation and grading would fluctuate throughout the day because equipment would not be used at any one location for an extended period of time. Construction noise levels at other nearby sensitive receptors would be lower since they are located further from the project site.

Table N-3: Typical Noise Levels from Construction Equipment (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Dump Truck	76
Air Compressor	78
Concrete Mixer (Truck)	79
Scraper	84
Dozer	82
Paver	77
Generator	81
Front End Loader	79
Grader	85
Backhoe	78

Source: Federal Highway Administration Roadway Construction Noise Model User's Guide, 2006.

None of the equipment anticipated to be used during construction would exceed the maximum noise limit of 85 dB at a distance of 100 feet contained in the Oceanside General Plan Noise Element. Using a reference noise level of 85 dB at 50 feet, and an attenuation rate of 6 dB per doubling of distance, the loudest piece of equipment (grader) would generate a maximum noise level of 79 dB at a distance of 100 feet. Construction work covered by a building permit is prohibited before 7:00 and after 6:00 p.m. Monday through Saturday, and all-day Sundays and major holidays. Construction of the proposed project is required to occur within the allowable hours of construction (7:00 a.m. to 6:00 p.m. Monday through Saturday). Construction activities would comply with the construction noise regulations contained in the Oceanside General Plan Noise Element and Oceanside Noise Ordinance, resulting in a less-than-significant impact.

Operation

In general, convalescent homes are a quiet land use and noise from the facility would be considered compatible with the surrounding residences and churches. Any permanent increase in ambient noise levels from residents of the project would not be substantially greater than existing levels without the project.

The operation of the proposed project could potentially increase the ambient noise level in the project vicinity through the creation of additional traffic on roadways and through the operation of exterior mechanical equipment. The proposed project would result in a slight increase of traffic in the project vicinity. During morning and evening peak traffic hours, the proposed project would generate a total of 10 (AM) and 19 (PM) vehicle trips (Chen Ryan, 2019). The proposed project would result in less than one trip per minute during peak-hour traffic, resulting in a minimal increase of traffic noise. Traffic related to the proposed project would not result in an increase in ambient noise levels greater than five decibels and would result in a less-than-significant impact.

Noise generated by mechanical equipment used for heating, ventilation, and air-conditioning (HVAC) would be significant if it exceeds the sound level limits for residential land uses contained in the Oceanside Noise Ordinance. The implementation of Mitigation Measure N-1 would reduce operational noise impacts to less than significant.

Mitigation Measures

- N-1** Prior to the issuance of demolition, grading and building permits, the Project Applicant/Developer shall provide information to the Oceanside Building Department demonstrating that plans and specifications require that noise-generating construction activities will be limited to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and if Saturday work is necessary, a permit will be requested by 2:30 PM on the preceding Thursday.
- N-2** Prior to the issuance of demolition, grading, and building permits, the Project Applicant/Developer shall provide information to the Oceanside Building Department demonstrating that plans and specifications require that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:
- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition;
 - Place stationary noise-generating construction equipment, such as generators and air compressors, and locate construction staging areas at the southwestern portion of the site, away from sensitive uses, where feasible;
 - Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;
 - Use electric air compressors and similar power tools rather than diesel equipment, where feasible; and
 - Turn off construction-related equipment, including heavy-duty equipment, motor vehicles and portable equipment, when not in use for more than 30 minutes.
- N-3** Construction, repairs, remodeling, and/or the grading of any real property associated with the subject project shall only be conducted between the hours of 7:00 a.m. and 6:00 p.m., Mondays through Fridays, or from 8:30 a.m. to 4:30 p.m. on Saturdays. All construction, repairs, remodeling, and grading shall be prohibited at any time on Sunday or a Federal holiday. Any violations of these time limitations are enforceable by the City's Code Enforcement Division through the City's Administrative Citation Program.

- N-4** Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise will be reduced by using quiet or “new technology” equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the Project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drivetrain and other components. The construction supervisor shall be responsible for maintaining all maintenance records on site and providing those to Code Enforcement staff on request. Any violations of this measure are enforceable by the City’s Code Enforcement Division through the City’s Administrative Citation Program.
- N-5** During all site preparation, grading and construction, the construction site supervisor shall be responsible for assuring that all subcontractors minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses. Any violations of this measure are enforceable by the City’s Code Enforcement Division through the City’s Administrative Citation Program.
- N-6** Prior to grading permit issuance, the project proponent shall prepare and submit a “Staging Area Plan” which shall be subject to review and approval by the City Engineer. The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the Project site limits during all Project construction. Any violations of this measure are enforceable by the City’s Code Enforcement Division through the City’s Administrative Citation Program.
- N-7** Prior to grading permit or building permit issuance, whichever occurs first, written notification will be given by the project proponent to all residences situated within 300 feet of the project limits of planned construction activities at least thirty (30) days prior to the commencement of any demolition activity. Notification will include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will be taken to reduce noise, and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard.
- N-8** To ensure compliance with the sound level limits contained in the Oceanside Noise Ordinance, the applicant shall locate or shield HVAC units so that the noise level generated by the units does not exceed the hourly average exterior nighttime noise standard of 45 dB at nearby residential land uses.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in **Table N-4**. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The Federal Transit Administration recommends a threshold of 0.5 ppv for residential and commercial structures, 0.25 ppv for historic buildings and archaeological sites, and 0.2 ppv for non-engineered timber and masonry building (FTA 2006).

Table N-4: Representative Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity at 25 Feet (in/sec)
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (sonic)	upper range	0.734
	typical	0.170
Vibratory Roller		0.210
Large Bulldozer		0.089
Loaded Trucks		0.076
Small Bulldozer		0.003

Source: Federal Transit Administration, 2006.

Construction of the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers that could be above 0.5 ppv). Ground vibration generated by construction operations would be primarily associated with on-site trucks and bulldozers. As shown in **Table N-4**, loaded trucks and bulldozers would result in vibration levels of less than 0.1 ppv at 25 feet. The nearest building to the project site is a garage of the residence adjacent to the site on the west which would be approximately 10 feet from construction of the proposed project. At a distance of 10 feet, bulldozers and loaded trucks would result vibration levels of .35 and .3 ppv. The predicted vibration levels at the nearest structure would not be anticipated to exceed the 0.5 ppv threshold for residential and commercial buildings, and vibrational impacts would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigated. As discussed in 14.12.a above, the operation of the proposed project would include traffic noise and stationary noise from HVAC equipment. Traffic from the proposed project would not result in a five dB increase of traffic noise levels. The implementation of Mitigation Measure N-8 would ensure that noise from HVAC systems would not exceed 45 dB Leq at the nearest residences or result in a five dB increase in ambient noise levels. With the implementation of Mitigation Measure N-8, the proposed project would not result in a significant increase in ambient noise levels in the project vicinity. Impacts would be less than significant with mitigation.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigated. As noted above, the implementation of the proposed project may result in short-term increased noise levels within the project vicinity due to construction activities. This would be a potentially significant impact and mitigation measures MM N-1 through MM N-7 have been provided to reduce impacts to less than significant levels.

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

Less Than Significant Impact. The project site is approximately two miles southwest of the Oceanside Municipal Airport. The proposed project is located outside of the 60-65 dB CNEL noise contour of the Oceanside Municipal Airport (San Diego Regional Airport Authority, 2010). The proposed project would not be exposed to excessive noise from the airfield and exposure to aircraft noise would be less than significant. As previously stated, the proposed project is not located within two miles of a public airport or public use airport. The nearest airport, John Wayne-Santa Ana, is located about 20 miles northwest and given the project's distance from that airport, no impacts are anticipated.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.

Mitigation Measures

With implementation of MM N-1 through N-8, all impacts would be reduced to less than significant levels.

14.13 POPULATION & HOUSING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

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

Less Than Significant Impact. According to the State Department of Finance (DOF), the City of Oceanside had a 2010 population of 167,924 persons and a 2010 housing stock of 64,474 dwelling units. The City had an average household size of 2.82 persons per household and a vacancy rate of 8.1 percent (DOF 2015). If all project residents came from outside the City of Oceanside (i.e., were not already existing Oceanside residents) The proposed project would increase the City's housing stock by approximately 94 residents (e.g. 94 patient beds). Therefore, implementation of the proposed project would equate to less than 1 percent (0.0005 percent) of the total housing stock in the City. However, it is unlikely that all of the project's residents would be new residents to the City as current city residents may choose to relocate to the project site once construction is complete.

The proposed project would have 57 full time employees which would be divided among three eight-hour shifts as follows:

- Shift #1: 8am – 4pm, 22-25 staff members
- Shift #2: 4pm – midnight, 17-20 staff members
- Shift #3: Midnight – 8am, 10-12 staff members

Therefore, at any given time, it is anticipated that there would be a minimum of 10 employees onsite and a maximum of 25 employees. Although this is considered new job creation, this is a negligible increase when compared to the total existing or projected jobs in the City of Oceanside or San Diego County. In addition, the project would generate short-term construction-related jobs. The proposed project would not induce growth through the extension or expansion of major capital infrastructure. The proposed project is not anticipated to generate substantial population growth in the area. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The site is currently vacant. Implementation of the proposed project would not require the removal existing housing, and therefore would not necessitate the construction of replacement housing elsewhere.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Response 4.13a and 4.13b, above.

Mitigation Measures

No mitigation measures are required.

14.14 PUBLIC SERVICES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

1) Fire protection?

Less Than Significant Impact. Fire protection, prevention, and emergency medical services for the project site and vicinity are provided by the City of Oceanside Fire Department (OFD). There are eight fire stations in the City; however, the nearest is Station # located at 714 Pier View Way, approximately 1 mile southwest of the project site. The OFD's goal is to reach all medical emergencies and all fires within 5 minutes, 90 percent of the time. All truck and engine companies are staffed with a minimum of one company officer, one engineer, and one firefighter/paramedic. Oceanside is part of a mutual aid agreement with all San Diego County fire agencies, which allows for fire and emergency services from other agencies to assist the OFD, as necessary. Increased demands for fire protection and related services result from increases in permanent population, but can also be related to the size, height, and type of land uses. The proposed project includes 94 patient beds which would result in approximately 94 new residents if every resident of the proposed project was new to the City of Oceanside (as described in Section 14.13, Population and Housing, above. Although the proposed project is not anticipated to generate the need for new firefighters or other personnel, the proposed project would require fire protection services. Based on the amount and types of proposed uses, it is expected that the proposed project would potentially increase the number and range of service calls by the OFD at the project site. Increased services would include responding to structural fires, providing emergency medical and rescue services, and performing hazardous materials inspections and response. Increased traffic on City streets may also increase the potential for accidents, requiring emergency services, including administrative tasks associated with approval and construction of the proposed project (e.g., building plan check). This increase in demand for fire protection services would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service to the project area. Therefore, no physical impacts associated with the provision of fire protection services would occur, and no mitigation is required.

The City of Oceanside also imposes a Public Facility Fee on new residential and non-residential development for the purpose covering the actual or estimated costs of constructing needed public facilities. Refer to RR PS-1, which requires payment of the required fee in compliance with Chapter 32B, Impact Fees, of the City of Oceanside Municipal Code. Additionally, the proposed project would be required to comply with all applicable codes, ordinances, and regulations (including the City of Oceanside Municipal Code, which adopts by reference the California Fire Code) regarding fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements. Notably, the proposed residential units would be equipped with fully automatic fire sprinkler systems for fire protection, and there are two existing fire hydrants in close proximity of the site (across Grace Street at the intersection of Grace and Dixie Streets and immediately across the street on the south side of Dixie Street). Compliance with applicable fire safety requirements would prevent the creation of fire hazards at the project site and would facilitate evacuation and emergency response in the event of a fire. This would minimize project demand for fire protection services. Thus, no significant impacts related to fire protection services would result from the proposed project, and no mitigation is required.

2) Police protection?

Less Than Significant Impact. Police protection for the project site is provided by the City of Oceanside Police Department (OPD). The police station is located at 3855 Mission Avenue, approximately 4.5 miles northeast of the project site. The OPD has an authorized budget for 211 sworn and 89 professional staff members and handles approximately 75,000 calls for service each year (OPD 2015). The OPD maintains the following departments: Field Operations, Investigations, Crime Services, and Administration. The Patrol Division under Field Operations is the largest division in the OPD with 113 officers and 13 field evidence technicians assigned (OPD 2015). The OPD operates two resource centers, the Police Beach Facility and the Downtown Resource Center, which are designed to provide a sense of community and security to residents of the surrounding area and also to serve as a component of the OPD's community policing philosophy. The Downtown Resource Center is located at 401 Mission Avenue #C-122, approximately 0.10 mile southeast of the project site. The OPD's senior volunteers, along with other volunteers, staff the Police Resource Centers. They assist community members with preparing crime reports and other police-related functions. The senior volunteers will take reports for crimes such as car burglaries and vandalism. Residents can also obtain crime prevention information and educational materials at the centers (OPD 2015).

Although there would be a relatively small number of new residents generated by the proposed project (approximately 94 residents), the introduction of additional residential uses at the project site would require increased police protection services compared to existing conditions. During operation, the proposed project could create the typical range of police service calls that other similar uses in the City experience. The increase in vehicle trips on public roadways resulting from the proposed project could also increase the potential for traffic accidents and violations. This increase in demand for police protection services as result of the proposed project would not require the construction of new or alteration of existing police department facilities to maintain an adequate level of service to the project area. Therefore, no physical impacts associated with the provision of police protection services would occur, and no mitigation is required. The City of Oceanside also imposes a Public Facility Fee on new residential development for the purpose meeting the actual or estimated costs of constructing needed public facilities. There are no significant impacts related to police protection or service anticipated with implementation of the proposed project, and no mitigation is required.

3) Schools?

No Impact. Due to the nature of the proposed project as a convalescent home and the anticipated age of the majority of its residents, implementation of the proposed project would not result in the need for the construction of additional school facilities. Therefore, no impacts in this regard will occur.

4) Parks?

No Impact. Due to the nature of the proposed project as a convalescent home and the anticipated age of the majority of its residents and the provision of onsite amenities for residents, implementation of the proposed project will not affect any existing park facilities nor increase the demand for additional recreational facilities. Therefore, no impacts to parks are anticipated as a result of this project.

5) Other public facilities?

No Impact. The Oceanside Public Library provides library services to the City of Oceanside through the City's main library, the Civic Center Library, located at 330 North Coast Highway. The Oceanside Public Library system also has a Mission Branch Library located at 3861-B Mission Avenue. The proposed project would not result in substantial population growth. Therefore, the proposed project would not result in increased demand for libraries or other public services such that new or expanded facilities would be required. Therefore, no physical environmental impacts would result. No significant impacts to other public facilities are anticipated to occur with project implementation. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

14.15 RECREATION. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

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

No Impact. Due to the nature of the proposed project as a convalescent home and the anticipated age of the majority of its residents and the provision of onsite amenities for residents, implementation of the proposed project will not affect any existing regional park or other recreational facilities nor increase the demand for additional recreational facilities. Therefore, implementation of the proposed project will not generate an increase in demand on existing public or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project includes internal recreational amenities/facilities onsite for its residents. Implementation of the proposed project does not include offsite recreational facilities that would have an adverse effect on the environment.

Mitigation Measures

No mitigation measures are required.

14.16 TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is summarized and based on the findings contained within the Transportation Impact Study prepared by Chen Ryan Associated (Traffic Study) (July 2019) for the Proposed Project. This report is included in this Initial Study/Mitigated Negative Declaration as Appendix G.

Impact Discussion

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact. For the San Diego region, project trip generation is typically calculated using the SANDAG Brief Guide of Vehicular Traffic Generation Rates, April 2002. According to the Traffic Study (Chen Ryan 2019) prepared for the proposed project, the project would generate 2.5 average daily trips (ADT) per bed (unit). The Traffic Study was conducted based on a potential of 94 beds. Using 94 beds and a trip generation rate of 2.5 trips per bed, the project ADT would be 235 and a peak hour ADT maximum of 10 am peak hour trips and 19 pm peak hour trips.

Table TR-1: Project Trip Generation

Proposed Project Residential Congregate are Facility 2.5 ADT per Bed = 235 ADT	Assisted Living Facility Patient Beds = 94				
	AM		PM		Peak Hour ADT (AM / PM)
	IN	OUT	IN	OUT	
	6	4	10	9	
					10 / 19

The project would result in a minor increase in vehicular trips as a result of the construction activity for the proposed project. Anticipated traffic impacts would be minor and short-term project construction. Therefore, less the significant impacts are anticipated.

In addition, once construction is complete the project would generate up to 235 ADT per day or 10 to 19 peak hour trips (morning and evening peak hours, respectively) as shown in Table TR-1 above.

As the project area is currently not experiencing level-of-service (LOS) deficiencies, no impacts to traffic capacity or volume would occur with implementation of the proposed project.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?**

Less Than Significant Impact

North-South Facilities

Barnes Street – Within the project study area, Barnes Street between Mission Avenue and Dixie Street, is an undivided two-lane roadway with a 25 MPH posted speed limit. On-street parking is permitted on both sides of the roadway, sidewalks are present on both sides of the roadway and no bicycle facilities are present. To the south of Dixie Street, Barnes Street continues as an undivided two-lane roadway with a 25 MPH posted speed limit. On-street parking is permitted on both sides of the roadway and sidewalks are present on both sides of the roadway except for approximately 65 feet south of Dixie Street on the east side of the roadway where a sidewalk is not present. Additionally, there are no bicycle facilities present on either side of the roadway segment. This roadway is not part of the City of Oceanside's Circulation Element. However, for the purposes of this study, Barnes Street is classified as a two-lane collector between Mission Avenue and Dixie Street due to the physical characteristics of the roadway such as a curb-to-curb width of 40 foot, a striped yellow centerline, and adjacent commercial land uses. South of Dixie Street, Barnes Street is classified as a two-lane local street.

Grace Street – Within the project study area, Grace Street between Foster Street and Maxson Street, is an undivided two-lane roadway with no posted speed limit. On-street parking is prohibited on both sides of the roadway, sidewalk is provided on the eastside of the street, and there are no bicycle facilities present on either side of the roadway. This roadway is not part of the City of Oceanside's Circulation Element. For the purposes of this study, this roadway is classified as a two-lane local street.

East-West Facilities

Dixie Street – Dixie Street, between Barnes Street and Grace Street, is an undivided two-lane roadway with no posted speed limit. On-street parking is permitted on both sides of the roadway, a sidewalk is present for approximately 500 feet on the northside of the roadway, and there are no bicycle facilities present on either side of the roadway. This roadway is not part of the City of Oceanside's Circulation Element. For the purposes of this study, this roadway is classified as a two-lane local street.

Study Intersections

The following three (3) key study area intersections were analyzed, as well as the project driveway:

1. Barnes Street / Dixie Street (SSSC)
2. Grace Street / Dixie Street (SSSC)
3. Grace Street / Foster St (SSSC)
4. Project Driveway / Dixie Street (SSSC) – Plus Project conditions only

Table TR-2 displays the LOS analysis results for key study area roadway segments under Existing Plus Project conditions.

Table TR-2: Roadway Segment Level of Service Results Existing Plus Project Conditions

Roadway	Segment	Functional Classification	Average Daily Traffic (ADT)	LOS Threshold (LOS E)	V/C	LOS	LOS w/o Project	$\Delta V/C$	SI?
Barnes Street	Mission Avenue to Dixie Street	2-Lane Collector	3,077	10,000	0.307	A	A	0.009	No
	Dixie Street to Maxson Street	2-Lane Local Street	1,728	2,200	0.785	C or better	C or better	0.010	No
Dixie Street	Barnes Street to Project Driveway	2-Lane Local Street	1,221	2,200	0.559	C or better	C or better	0.058	No
	Project Driveway to Grace Street		1,221		0.559	C or better	C or better	0.058	No
Grace Street	Foster Street to Dixie Street	2-Lane Local Street	1,971	2,200	0.900	C or better	C or better	0.047	No
	Dixie Street to Maxson Street		1,831		0.836	C or better	C or better	0.015	No

Source: Chen Ryan Associates; February 2019.

Notes: V/C = Volume / Capacity. SI? = Significant Impact

As shown in Table TR-2, all study area roadway segments would continue to operate at acceptable LOS C or better under the Existing Plus Project conditions.

The Proposed Project will take access via a driveway on the north side of Dixie Street. The intersection will be a side-street stop-controlled intersection, with a stop sign controlling the traffic exiting the project's driveway.

As shown previously in Table TR-2, the project driveway intersection is projected to operate at an acceptable LOS A under Existing Plus Project conditions.

Based upon the significance criteria presented herein, the addition of project traffic would not be associated with any identified significant traffic related impacts since neither roadways nor intersections operate at unacceptable levels of service. Therefore, no traffic mitigation measures would be required under Existing Plus Project conditions.

The proposed project would result in a slight increase of traffic on streets in the project vicinity during construction and operation. During morning and evening peak traffic hours, the proposed project would generate a total of 10 to 19 vehicle trips (Chen Ryan, 2019). The proposed project would result in an average of less than one trip per minute during peak-hour traffic, resulting in a minimal increase. Refer also to Response 14.14a, above.

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

No Impact. The Oceanside Municipal Airport is located approximately 2.0 miles to the northeast of the project site. The project would not change air traffic patterns at the Oceanside Municipal Airport. The proposed project would also not directly increase the amount or location of air traffic. There would be no impact, and no mitigation is required.

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

No Impact. No new public roadways are proposed as part of the project, therefore, no impacts regarding design features or incompatible uses would occur. The proposed project would take access from Dixie Street which was the same access point used by the former residences that previously occupied the site.

e) Result in inadequate emergency access?

No Impact. Adequate emergency access will be provided during both short-term construction and long-term operation of the proposed project. Impacts are not anticipated to be significant.

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

No Impact. Project implementation would not conflict with adopted policies, plans, or programs supporting alternative modes of transportation. Therefore, no impacts are anticipated.

Mitigation Measures

No mitigation measures are required.

14.17 UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Wastewater from the proposed project would consist of sewage flows and wastewater from the 94 patients and employees of the facility. The sewage flows and wastewater would ultimately be treated by facilities owned and operated by the City of Oceanside Wastewater Division, which collects, treats, and disposes of all the City's sewage at two facilities (the San Luis Rey Wastewater Treatment Plant [WWTP] and the La Salina WWTP) in Oceanside. The La Salina WWTP serves areas west of I-5. The City complies with the wastewater discharge requirements (WDR) issued by the State Regional Water Quality Control Board for their facilities, including the San Luis Rey WWTP. The WDR ensures that adequate levels of treatment are provided to wastewater flows emanating from all land uses in the City's wastewater service area. The wastewater from the proposed project would not require treatment beyond that provided to existing residential and commercial uses in the City of Oceanside and would not exceed established treatment requirements in the WDR. No impacts are anticipated, and no mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Water Facilities - The City of Oceanside Water Division (Water Division) is responsible for producing, storing, and distributing potable water to the City and for maintaining the City's water system infrastructure. The Water Division operates and maintains over 500 miles of waterlines that distribute water throughout the City and 12 reservoirs with a capacity of 50.5 million gallons. The currently vacant infill lot does not require potable water. Based on an estimated domestic water usage of 942 gallons per bed per day (Los Angeles, 2006) approximately 7,896 gpd would be consumed by the proposed project (exclusive of irrigation of the landscaped areas).

Based on the Preliminary Utility Plan for the proposed project, there is a water line within Dixie Street and Grace Street that would serve the project site. As part of the proposed project, new water lines would be installed and would connect to the existing water lines. There is existing capacity in the existing water lines to accommodate the demand and fire flow requirements for the proposed project. No new water lines or upgrades to existing water lines would be required.

Wastewater Facilities - There is currently no wastewater generated at the project site as the site is currently vacant. The proposed 94 patient beds are projected to generate an average daily sewage flow of 75 gallons per bed per day (Los Angeles, 2006) with a peak flow of 7,050 gpd would occur with the proposed project. Based on the Preliminary Utility Plan for the proposed project, the City of Oceanside has an existing sewer line in Dixie Street and Grace Street which would convey wastewater from the project site to the main trunk sewer lines for treatment at the San Luis Rey WWTP. The increase in water consumption and wastewater generation resulting from the proposed project would not require new or upgraded water lines, sewer lines, or wastewater treatment facility/capacity off site to serve the proposed project. The proposed water and sewer lines would be constructed on the project site, and utility installations are within the construction impact limits established for the proposed project. No additional physical impacts related to the construction and operation of water or sewer lines would occur beyond that addressed in this IS for the proposed project.

2 The water generation rate is 1.25 times the wastewater generation rate of 75 gallons per day/per bed (*Los Angeles CEQA Thresholds Guide*, Table M2-2.3, pg. 508). This is applicable for hospitals/residential boarding housing and is a conservative estimate of the water use and waste generation rates that could be applied to the project.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The storm water runoff from the project site would not exceed the capacity of the storm drain system, and no new or expanded off-site storm drain facilities would be required. The proposed storm drain retention systems lines would be constructed on the project site, and utility installations are within the construction impact limits established for the proposed project and would connect to existing storm drain line in Dixie Street. No additional impacts related to the construction and operation of storm drain lines would occur, and no mitigation is required. Refer also to the discussion above under 14.9.a.

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

No Impact. The majority (87 percent) of the City's water is purchased from the San Diego County Water Authority (SDCWA). The City's remaining water (13 percent) comes from the Mission Basin (Oceanside 2015e). San Diego County Water Authority. The San Diego Water Authority (SDCWA) is a public agency serving the San Diego region as a wholesale supplier of water from the Colorado River and Northern California. The SDCWA's mission is to provide a safe and reliable supply of water to its 24 member agencies serving the San Diego region. The SDCWA has been importing water to meet the region's needs for more than 60 years. As a wholesale agency, the SDCWA purchases its water from the Metropolitan Water District of Southern California (MWD). In 2014, the SDCWA had reduced its reliance on MWD supplies to 49 percent or 325,000 acre-feet. By 2020, reliance on MWD water is projected to decrease to 30 percent or 231,000 acre-feet. In addition, the SDCWA also obtains water via long-term Colorado River water conservation and transfer agreements with agencies in the Coachella Valley and Imperial County. Specifically, the SDCWA has secured new imported water supplies through a long term (45–75 years) water conservation and transfer agreements with the Imperial Irrigation District, which provided 100,000 acre-feet of water in 2014 and is estimated to increase to 200,000 acre-feet annually by 2021. The SDCWA also has a separate 110-year agreement to receive Colorado River water conserved by lining parts of the Coachella and All-American canals, which provide 80,000 acre-feet of water to the region annually. Raw water purchased from the SDCWA is treated at the City-owned Robert A. Weese Filtration Plant prior to delivery into the City of Oceanside's distribution system. According to the 2010 Urban Water Management Plan (UWMP), the City is planning on an expansion that would increase capacity from 25 mgd to 37.5 mgd at the Robert A. Weese Filtration Plant.

Mission Basin. The Mission Basin lies almost entirely within the limits of the City of Oceanside and extends upstream from the Pacific Ocean to just past Oceanside's eastern boundary and west of the Bonsall Bridge near the intersection of SR-76 and SR-13. The volume of groundwater currently in storage within the alluvial aquifers (shallow and deep) in the Mission Basin is estimated to be 54,000 acre-feet. The volume of unused storage within the alluvium (occurring between the water table and the ground surface) was estimated to be 9,000 acre-feet. The amount of this storage that is unusable has not been determined. Water from the Mission Basin is extracted and becomes potable water through a reverse osmosis desalting process at the City-owned Mission Basin Groundwater Purification Facility. The facility was put into service in 1992 with a capacity of 2.0 mgd and expanded to its current capacity of 6.4 mgd in 2002 (Oceanside 2015d). The City of Oceanside's 2010 UWMP reports on water reliability sources and identifies projected supplies to meet the long-term demand of the City. It identifies supply capacities through 2035 under the three hydrologic conditions: single dry year, multiple dry years, and average year. In 2010, the total water demand in the City was approximately 23,823 acre feet. Projected demand in 2015 is 31,792 acre-feet and 31,282 acre-feet by 2035. According to the SDCWA's 2010 UWMP, "SDCWA concluded that if projected SDCWA and member agency supplies are developed as planned, along with Metropolitan Water District of Southern California's (MWD) Integrated Resources Plan (IRP), no shortages are anticipated within SDCWA's service area under normal-year, single-dry year or multiple dry water years through 2030." The UWMP further says that under the specific parameters assumed in the multiple dry year analysis, some level of shortage could potentially be experienced.

In the event of a shortage, the SDCWA would use their carryover storage supply and, if necessary, additional regional shortage management measures, consistent with the SDCWA's Water Shortage and Drought Response Plan. Therefore, it is therefore expected that the City will be able to meet customer demands during a multiple dry year event now and in the future.

In January 2014, California Governor Brown declared a drought state of emergency and directed State officials to take all necessary actions to make water immediately available. He asked for a reduction in water consumption by 20 percent. The SWRCB was to consider petitions that could streamline water transfers and exchanges between water users and to notify water rights holders that they may be directed to cease or reduce water diversions based on water shortages. The SWRCB was also asked to modify requirements for releases of water from reservoirs or employ diversion limitations so that water may be conserved in reservoirs to protect cold water supplies for salmon, maintain water supplies, and improve water quality. The Department of Water Resources (DWR) and the SWRCB were also directed to accelerate funding for projects that could enhance water supplies.

On April 1, 2015, in response to historically dry conditions, the Governor signed Executive Order B-29-15 (Governor's Executive Order), which requires a 25 percent reduction of urban potable water use throughout the State of California through February 28, 2016. The DWR is to lead a Statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes, and the California Energy Commission is to implement a Statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices. In response to the Executive Order, the City of Oceanside plans to meet water use reductions in their service area through outreach and communication efforts to ensure customers understand the water use reduction requirements as well as providing tools and resources including rebates, water consultations, landscape surveys, and water leak investigations to aid customers in conservation efforts. In addition, on May 20, 2015, the City adopted an Urgency Ordinance, which amends the City's Municipal Code, Chapter 37, Article V, by revising and updating the water conservation program and the drought response conservation measures. Among other items, the ordinance establishes water conservation requirements at various Drought Response Levels (Drought Response Level 1 is a "Drought Watch Condition") and Drought Response Level 2 is a "Drought Alert Condition") (Oceanside 2015f).

As discussed in Threshold "b" above, the proposed project would have a net increase in water consumption compared to existing conditions. Additionally, the proposed project would be required to comply with the City of Oceanside's "Water Conservation" code, which was amended in July 2008 through the adoption of City Ordinance No. 08-IR0439-1 to revise the existing water conservation program and add drought response conservation measures that were to be implemented in the event of mandatory water reductions. The City prepared a Water Conservation Master Plan in June 2011, which aims to meet a State-mandated per-capita use reduction target of 25 gallons per capita per day by 2020. Furthermore, the proposed project would be required to adhere to applicable requirements outlined in the City of Oceanside Drought Response Ordinance for water conservation adopted in May 2015.

The increase in water demand generated by the proposed project could be accommodated by the City of Oceanside without impacting current water supplies. The project would comply with the City's water conservation programs, including landscape and irrigation requirements, water regulations, and the water supply shortage conservation plan. Therefore, the project would not significantly impact the City of Oceanside's domestic water supply. Additionally, no new or expanded entitlements would be required with implementation of the proposed project. Impacts would be less than significant, and no mitigation is required.

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

No Impact. Refer to Response 14.15a, above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The City requires that construction waste be handled in accordance with the requirements of Section 4.408, Construction Waste Reduction, Disposal and Recycling, of the California Green Building Code. Notably, a minimum of 50 percent of the nonhazardous construction and demolition waste is required to be recycled or salvaged. Additionally, a construction waste management plan would be prepared and submitted to the City.

Based on an estimated operational solid waste disposal factor of approximately 5 pounds (lbs.) per person per day for nursing/retirement home land uses (CalRecycle 2011), the proposed project would generate approximately 470 pounds of solid waste per day (85.78 tons per year). However, compliance with the City's requirements for waste diversion, as discussed under Threshold "g" below, would reduce the amount of solid waste diverted to the receiving landfill. The City of Oceanside is under contract with Waste Management of North County to provide waste and recycling collection service to the City; Waste Management of North County provides service in Oceanside, Carlsbad, Del Mar and Solana Beach, Camp Pendleton, and several unincorporated areas of San Diego County. Solid waste generated at the project site would be disposed of at the El Sobrante Landfill, located at 10910 Dawson Canyon Road in Corona. The landfill is located in Riverside County and is privately owned and operated by Waste Management. The landfill is a Class 3 regional disposal facility permitted to accept up to 70,000 tons per week, 24 hours a day. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with an estimated remaining capacity of 145,530,000 tons and projected closure date of January 1, 2045 (CalRecycle 2015). Waste Management, Inc. (Waste Management) would collect commingled project recyclables which would be transferred to its Recycling CORE Facility located at 2050 North Glassell Street in the City of Orange. Construction and demolition (C&D) waste can either be disposed of by the contractor at Moodys El Corazon Recycling, a privately-operated C&D landfill located at 3210 Oceanside Boulevard in the City of Oceanside or disposed of by Waste Management. Waste Management would transfer project-generated construction waste to a privately-operated C&D facility in San Marcos, EDCO.

Solid waste disposal associated with the construction and operation of the proposed project could be accommodated within the permitted capacity of the designated landfill and other waste management facilities.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The California Integrated Waste Management Act, also known as AB 939, created the Board now known as the California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the State to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25 percent in 1995 and 50 percent in 2000; (3) it established a comprehensive Statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements. Senate Bill (SB) 1016, passed in 2008, introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. According to CalRecycle, the City of Oceanside has a disposal rate target of 6.3 lbs. per person per day and 29.4 lbs. per employee per day. In 2013, the City had a disposal rate of 3.9 lbs. per person per day and 18.2 lbs. per employee per day (CalRecycle 2015b). In compliance with State requirements, the City of Oceanside is successfully diverting more than 50 percent of its waste stream.

Building upon and exceeding AB 939 goals and pursuant to State of California Assembly Bill (AB) 341, which was approved in October 2011 and is designed to help meet California's recycling diversion goal of 75 percent by 2020, the City of Oceanside enacted a Zero Waste Plan in 2012. The Plan identifies the same goal as identified by AB 341 (75 percent diversion/recycling rate by 2020). Currently, the City has reached a diversion/recycling rate of 72 percent through the implementation of numerous waste reduction and recycling programs. These include Zero Waste Recommendations such as changing the culture to zero waste, reduce and reuse, recycling, composting, proper recycling of special discards including bulky items, and implanting zero waste policies. The Plan identifies that once the strategies detailed in the Zero Waste Plan are fully implemented, a diversion rate higher than 75 percent will be achieved and ultimately will meet the international standard of 90 percent to become a Zero Waste Community. The City is in compliance with AB 939 and is near meeting AB 341 compliance well before its stated target year of 2020. The project site would continue to be served by Waste Management for the collection of solid waste and recyclables, and the proposed project would be required to comply with ongoing waste management programs/requirements implemented by the City, as well as comply with applicable regulations. No impacts would result with implementation of the proposed project, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

14.18 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the projects incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

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

Potentially Significant Unless Mitigated. There are no sensitive biological resources, habitats, or species on the project site that would be affected by the project. Migratory birds that may nest on the project site would be protected by compliance with MM BIO-1. Impacts on migratory birds would be less than significant after mitigation. There are no historic resources on the project site that would be impacted by the proposed project. MM CR-1 through MM CR-9 are incorporated into the proposed project and outlines Native American monitoring requirements and steps to take if archaeological resources are discovered during construction. However, implementation MM CR-1 through MM CR-9 would reduce potential impacts to archaeological resources, including tribal cultural resources, and paleontological resources to a less than significant level after mitigation.

b) Does the project have the potential to achieve short-term, to the disadvantage of long term, environmental goals?

Less Than Significant Impact. As identified in the preceding analysis of this IS, the proposed project is consistent with the long-term goals established in the City's General Plan. These plans include land use goals including community enhancement, community development, and natural resource management goals. In addition, the project would be consistent with the City's General Plan. Therefore, impacts would be less than significant.

c) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?

Potentially Significant Unless Mitigated. As identified in the preceding analysis provided in Section 15 of this IS, all project-level impacts have been determined to be less than significant or would be mitigated to a level considered less than significant. Thus, the project's impacts would be limited and its contribution to cumulative impacts would not be cumulatively considerable.

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

Potentially Significant Unless Mitigated. Based on the preceding analysis provided in Section 14 of this IS, implementation of the proposed project, with adherence to applicable regulatory requirements, would have no impact or less than significant impacts for the following environmental issue areas: aesthetics; agriculture and forestry resources; air quality; greenhouse gas emissions, land use and planning; mineral resources; population and housing; public services; recreation; transportation and traffic; and utilities and service systems.

The proposed project's impacts on the following issue areas would be less than significant with the implementation of project-specific mitigation measures: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality; and noise. All impacts would be less than significant after mitigation. Thus, the proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of mitigation measures. All impacts would be less than significant after mitigation.

15. PREPARATION.

The initial study for the subject project was prepared by:



Leslea Meyerhoff, AICP, Principal, Summit Environmental Group, Inc.

16. DETERMINATION.

(To be completed by lead agency) Based on 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 the mitigation measures described herein have been included in this project. 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.

17. ENVIRONMENTAL DETERMINATION:

The initial study for this project has been reviewed and the environmental determination, contained in Section V. preceding, is hereby approved:



Sergio Madera, Senior Planner

18. PROPERTY OWNER/APPLICANT CONCURRENCE

Section 15070(b)(1) of the California Environmental Quality Act (CEQA) Guidelines provides that Lead Agencies may issue a Mitigated Negative Declaration where *the initial study identifies potentially significant effects, but, revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.* The property owner/applicant signifies by their signature below their concurrence with all mitigation measures contained within this environmental document. However, the applicant's concurrence with the Draft Mitigated Negative Declaration is not intended to restrict the legal rights of the applicant to seek potential revisions to the mitigation measures during the public review process.



Signature of project applicant or authorized representative

Brent Mitchell, President, Viri Estates, LLC

Print name of project applicant or authorized representative

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MITIGATION MONITORING AND REPORTING PROGRAM

The analysis of the project contained in the MND and Initial Study above found potential impacts related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, water quality and noise which would be potentially significant unless mitigated. The Mitigation Monitoring and Reporting Program table below includes the mitigation for each of these issues, with the applicable monitoring responsibility and schedule for the mitigation requirement.

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SANDPIPER VILLA RESIDENTIAL CARE FACILITY FOR THE ELDERLY PROJECT

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure BIO-1</u></p> <p>Prior to approval of grading plans, the Development Services Department shall verify that the following note is included on the contractor specifications to ensure compliance with the Migratory Bird Treaty Act (MBTA): "To avoid impacts on nesting birds, vegetation on the project site should be cleared between September 1 and February 28. If vegetation clearing occurs inside the peak nesting season (between March 1 and August 31), a pre-construction survey (or possibly multiple surveys) shall be conducted by a qualified Biologist to identify if there are any active nesting locations. If the Biologist does not find any active nests within the impact area, then vegetation clearing/construction work will be allowed. If the Biologist finds an active nest within the construction area and determines that the nest may be impacted by construction activities, the Biologist will delineate an appropriate buffer zone around the nest depending on the species and the type of construction activity. Construction activities would be prohibited in the buffer zone until a qualified Biologist determines that the nest has been abandoned".</p>	City Staff and Authorized Qualified Biologist	Pre-Construction
<p><u>Mitigation Measure CUL-1</u></p> <p>Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre- excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. The Applicant/Owner shall submit a copy of the executed agreement with the Grading Permit application. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the San Luis Rey Band 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 proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure CUL-2</u></p> <p>Prior to the issuance of a Grading Permit, the Applicant/Owner shall provide a copy of an executed contract to the City of Oceanside Planning Division providing that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner expense to implement the monitoring program, as described in the pre-excavation agreement.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction
<p><u>Mitigation Measure CUL-3</u></p> <p>Prior to the release of the grading bond, the Qualified Archaeologist will have submitted a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan), along with the Luiseño Native American Monitor's notes and comments, to the City of Oceanside Planning Division for review and acceptance.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction and Construction
<p><u>Mitigation Measure CUL-4</u></p> <p>The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities (i.e. grubbing, clearing, grading, cutting, filling, trenching and/or boring). The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner shall not begin any ground disturbing activities until they have provided the City of Oceanside Planning Division with a schedule of ground disturbing activities and until the Qualified Archaeologist and Luiseño Native American Monitor are on-site to conduct monitoring of all ground disturbing activities.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction and Construction
<p><u>Mitigation Measure CUL-5</u></p> <p>The City will invite the Qualified Archaeologist and Luiseño Native American Monitor to attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during any ground disturbing activities, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be subject to appropriate and reasonable testing or sampling by the Qualified Archaeologist and Luiseño Native American Monitor to assure the recovery of any and all tribal cultural resources.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction and Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure CUL-6</u></p> <p>The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be given to the Luiseno Native American Monitoring Tribe so that they may be repatriated at the site on a later date. If the Qualified Archaeologist or Luiseño Native American Monitor determines that the unearthed artifact deposits or cultural features are considered potentially significant, they shall notify and consult with the consulting Tribes to determine the respectful and dignified treatment of those resources. The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If the Qualified Archaeologist recommends and the City requires a data recovery plan, the consulting Tribes shall be notified and consulted regarding the preparation and scope of any such recovery plan. If the Qualified Archaeologist collects any artifact deposit samples as part of the data recovery plan, the Luiseño Native American monitor shall be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect any artifact deposit samples that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the consulting Tribes for respectful and dignified treatment in accordance with the Tribes' cultural and spiritual traditions. Reburial of cultural material on-site is the preferred treatment; however, if this is not feasible, the consulting Tribes will determine a location for reburial of cultural material as close as possible to the location in which it was found. The area in which cultural material is reburied shall be a location that will not be disturbed in the future.</p>	City Staff and Authorized Qualified Archaeologist	Construction
<p><u>Mitigation Measure CUL-7</u></p> <p>Return Tribal Cultural Resources to the Most Likely Descendant. Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, Pala Band of Mission Indians, Rincon Band of Luiseño Indians, and/or the Most Likely Descendant.</p>	City Staff and Authorized Qualified Archaeologist	Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure CUL-8</u></p> <p>Prior to the issuance of any grading permit, the Property Owner/Developer shall provide written evidence to the City of Oceanside that a qualified Paleontologist has been retained to observe grading activities in native sediments and salvage and catalogue fossils, as necessary. The Paleontologist shall be present at the pregrade conference; shall establish procedures for paleontological resources surveillance; and shall establish, in cooperation with the Property Owner/Developer, procedures for temporarily halting or redirecting work to permit Sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage. Upon completion of grading and excavation activities, the Paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalogue and analysis of the fossils found; and the present repository of the fossils. The Property Owner/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Oceanside on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.</p>	City Staff and Authorized Qualified Archaeologist	Pre-Construction
<p><u>Mitigation Measure CUL-9</u></p> <p>As mandated 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, or the Qualified Archaeologist shall immediately notify the San Diego County Coroner's office by telephone. 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 pursuant to Public Resources Code 5097.98. If such a discovery occurs, 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. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner determines that the remains are Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then make a determination as to the Most Likely Descendent. Any Native American remains discovered on the project site shall be kept in-situ, or in a secure location in close proximity to where they were found, and any analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. At the conclusion of any analysis, any Native American remains shall be repatriated to the Most Likely Descendent for re-burial, in accordance with PRC 5097.98.</p>	City Staff and Authorized Qualified Archaeologist	Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure GEO-1</u></p> <p>Prior to issuance of a grading permit, site preparation and building design specifications shall follow the recommendations in the Update Geotechnical Evaluation Report prepared by Geosoils Inc. (dated November 30, 2016) and additional future site-specific, design-level geotechnical investigations of the project. Based on the Geotechnical Report, recommendations to be included in the project specifications pertain to Earthwork, Shoring of Excavations, Surface Drainage and Low Impact Development Measures, Foundation and Slab Considerations, and Construction Observation and Plan Reviews.</p>	City Staff	Pre-Construction and Construction
<p><u>Mitigation Measure GEO-2</u></p> <p>Prior to the issuance of any grading permit, the project proponent shall prepare and submit an Erosion and Sediment Control Plan for review and approval by the City Engineer or his designee. The plan shall identify and detail methods that will be implemented to control erosion from graded or cleared portions of the site including, but not limited to, straw bales, sandbags, soil binders, diversion fences, desilting basins, etc. The Plan shall be prepared in accordance with the City's grading ordinance, the City's water quality ordinance and the latest National Pollution Discharge Elimination System (NPDES) Regional Permit subject to the satisfaction of the City Engineer or his designee.</p>	City Staff	Pre-Construction and Construction
<p><u>Mitigation Measure HAZ-1</u></p> <p>All trash, debris and waste materials should be disposed of offsite, in accordance with current local, state and federal disposal guidelines. Any materials containing petroleum residues encountered during improvements should be evaluated prior to removal and disposal following proper procedures. Any buried trash or debris encountered should be evaluated by an experienced environmental expert prior to removal.</p>	Project Proponent and City Staff	Construction
<p><u>Mitigation Measure HAZ-2</u></p> <p>Based on the historic property use, septic tanks (systems) may exist in the property. Although not considered a hazardous waste, any buried septic systems should be properly removed or abandoned following County Department Health regulations.</p>	Project Proponent and City Staff	Pre-Construction and Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure WQ-1</u></p> <p>The Stormwater Quality Management Plan (SQMP) shall emphasize structural and non-structural Best Management Practices (BMPs) in compliance with the National Pollution Discharge Elimination System (NPDES) Regional Permit requirements. Specific measures shall include:</p> <ul style="list-style-type: none"> • Siltation of drainage devices shall be handled through a maintenance program to remove silt/dirt from channels and parking areas. • Surplus or waste material from construction shall not be placed in drainage ways. • All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner. • During construction, temporary gravel dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff. • Stabilizing agents such as straw, wood chips and/or soil sealant/dust palliative shall be used during the interim period after grading in order to strengthen exposed soil until permanent solutions are implemented. • Landscaped areas shall be continually maintained in order to assure adequate growth and root development. 	Project Proponent and City Staff	Pre-Construction and Construction
<p><u>Mitigation Measure N-1</u></p> <p>Prior to the issuance of demolition, grading and building permits, the Project Applicant/Developer shall provide information to the Oceanside Building Department demonstrating that plans and specifications require that noise-generating construction activities will be limited to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and if Saturday work is necessary, a permit will be requested by 2:30 PM on the preceding Thursday.</p>	Project Proponent	Pre-Construction and Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure N-2</u></p> <p>Prior to the issuance of demolition, grading, and building permits, the Project Applicant/Developer shall provide information to the Oceanside Building Department demonstrating that plans and specifications require that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and be in good working condition; • Place stationary noise-generating construction equipment, such as generators and air compressors, and locate construction staging areas at the southwestern portion of the site, away from sensitive uses, where feasible; • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources; • Use electric air compressors and similar power tools rather than diesel equipment, where feasible; and • Turn off construction-related equipment, including heavy-duty equipment, motor vehicles and portable equipment, when not in use for more than 30 minutes. 	Project Proponent	Pre-Construction and Construction
<p><u>Mitigation Measure N-3</u></p> <p>Construction, repairs, remodeling, and/or the grading of any real property associated with the subject project shall only be conducted between the hours of 7:00 a.m. and 6:00 p.m., Mondays through Fridays, or from 8:30 a.m. to 4:30 p.m. on Saturdays. All construction, repairs, remodeling, and grading shall be prohibited at any time on Sunday or a Federal holiday. Any violations of these time limitations are enforceable by the City's Code Enforcement Division through the City's Administrative Citation Program.</p>	Project Proponent and City Staff	Construction
<p><u>Mitigation Measure N-4</u></p> <p>Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise will be reduced by using quiet or "new technology" equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the Project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drivetrain and other components. The construction supervisor shall be responsible for maintaining all maintenance records on site and providing those to Code Enforcement staff on request. Any violations of this measure are enforceable by the City's Code Enforcement Division through the City's Administrative Citation Program.</p>	Project Proponent and City Staff	Construction

Mitigation Measures	Responsibility	Schedule
<p><u>Mitigation Measure N-5</u></p> <p>During all site preparation, grading and construction, the construction site supervisor shall be responsible for assuring that all subcontractors minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses. Any violations of this measure are enforceable by the City's Code Enforcement Division through the City's Administrative Citation Program.</p>	Project Proponent and City Staff	Pre-Construction and Construction
<p><u>Mitigation Measure N-6</u></p> <p>Prior to grading permit issuance, the project proponent shall prepare and submit a "Staging Area Plan" which shall be subject to review and approval by the City Engineer. The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the Project site limits during all Project construction. Any violations of this measure are enforceable by the City's Code Enforcement Division through the City's Administrative Citation Program.</p>	Project Proponent	Pre-Construction and Construction
<p><u>Mitigation Measure N-7</u></p> <p>Prior to grading permit or building permit issuance, whichever occurs first, written notification will be given by the project proponent to all residences situated within 300 feet of the project limits of planned construction activities at least thirty (30) days prior to the commencement of any demolition activity. Notification will include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will be taken to reduce noise, and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard.</p>	Project Proponent and City Staff	Pre-Construction and Construction
<p><u>Mitigation Measure N-8</u></p> <p>To ensure compliance with the sound level limits contained in the Oceanside Noise Ordinance, the applicant shall locate or shield HVAC units so that the noise level generated by the units does not exceed the hourly average exterior nighttime noise standard of 45 dB at nearby residential land uses.</p>	Project Proponent and City Staff	Construction