PUBLIC REVIEW DRAFT

CEQA Initial Study/ Mitigated Negative Declaration

Oceanside East Shopping Center

May 2019

Prepared for:

City of Oceanside
300 North Coast Highway
Oceanside, California 92054

Prepared by:

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Acronyms and Abbreviations

AB	Assembly Bill
ADT	average daily trips
ALUCP	Airport Land Use Compatibility Plan
AQ and GHG Study	Oceanside East Shopping Center Project Air Quality and Greenhouse Gas Study
Basin Plan	San Diego Region Basin Plan
BMP	best management practice
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CH_4	methane
City	City of Oceanside
CO	carbon monoxide
CO_2	carbon dioxide
County	County of San Diego
dBA	A-weighted decibel
Drainage Report	Oceanside Preliminary Drainage Report
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
Geotechnical Report	Draft Geotechnical Report for the New Multi-Building Retail Park
HVAC	heating, ventilation, and air conditioning
IS	initial study
L_{eq}	equivalent noise level
L_{max}	maximum noise level
LOS	level of service
MND	mitigated negative declaration
$MTCO_2e$	metric tons of carbon dioxide equivalent
N_2O	nitrous oxide
Noise Study	Oceanside East Shopping Center Project Noise Study
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
RAQS	Regional Air Quality Strategy
Rincon	Rincon Consultants, Inc.
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SO_x	sulfur oxide
SR-	State Route

Subarea Plan	Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan
SWPPP	stormwater pollutant prevention plan
TAC	toxic air contaminant
TIS	Transportation Impact Study
v/c	volume-to-capacity
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	volatile organic compound

Document Overview

This Initial Study (IS) and Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines for the proposed Oceanside East Shopping Center (project). The primary intent of this document is to (1) determine whether project implementation would result in potentially significant impacts to the environment, and (2) incorporate mitigation measures into the project design, as necessary, to eliminate or reduce the project's potentially significant impacts to a less than significant level.

In accordance with CEQA, projects that have potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and define the scope of the environmental review document. As specified in the CEQA Guidelines, Section 15064(f), the lead agency may prepare an MND if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment, but that implementation of specific mitigation measures would reduce all potentially significant impacts to a less than significant level. As the lead agency for the proposed project, the City of Oceanside (City) has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that potential impacts would be reduced to less than significant with the implementation of mitigation measures. The lead agency has incorporated mitigation measures to reduce or eliminate any potentially significant project-related impacts. Therefore, an IS/MND has been prepared for the proposed project.

NOTE: This project has not been approved or denied. It is being reviewed for environmental impacts only. Approval of the project can take place only after the MND has been adopted.

This document is organized into four sections as follows:

- **Section 1, Project Description.** This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- **Section 2, Initial Study Checklist.** This section discusses the CEQA environmental topics and checklist questions, identifies the potential for impacts, and proposes mitigation measures to avoid these impacts.

- **Section 3, List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this report.
- **Section 4, References.** This section presents a list of reference materials consulted during preparation of this report.

Public Review

The IS and Proposed MND will be circulated for a 30-day public review period, from May 22, 2019, to June 21, 2019.

Comments regarding this document must be made in writing and submitted to Tiffany Chen, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, California 92054 or by email to tchen@oceansideca.org.

Comments should focus on the proposed finding that the project would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the project proponent. If the commenter believes that the project may have a significant environmental effect, it would be helpful to identify the specific effect, explain why the effect would occur, and why it would be significant.

Section 1 Project Description

The project applicant, NLA Oceanside, LLC, proposes the development of an approximately 3.7-acre lot located at 3340 Mission Avenue on the northwest corner of Mission Avenue and Foussat Road, south of State Route (SR-) 76 in the City in the County of San Diego (County), California (APN 160-271-60-00) (Figures 1, Regional Location Map, and 2, Project Location Map). The site is mostly vacant. Satellite imagery indicates that at the western project boundary there is a fenced area of parked U-Haul rental vehicles and a second partially fenced area containing a large trash receptacle. However, based on a site visit by Harris & Associates (Harris) Biologist Melissa Tu in January 2019, the U-Haul rental vehicles have been moved off the project site. The project consists of approximately 20,000 square feet of commercial space with 140 surface parking spaces for a gas station with convenience stores; 2 drive-through restaurants; and 4 stand-alone buildings for a mix of retail, restaurant, and office space or vehicle maintenance/service (Figure 3, Development Plan). The following applications have been submitted by the project applicant:

- Tentative Parcel Map (P19-00005) to subdivide the 3.73-acre parcel in to three separate parcels
- Development Plan (D18-00011)
- Six Conditional Use Permits (CUP18-00012 to CUP18-00017) for a car wash, a gas station, office space or vehicle maintenance/service, two drive-through restaurants, and a restaurant with full alcohol service

1.1 Surrounding Land Uses and Project Setting

The project site is bordered by SR-76 to the north, Foussat Road to the east, Mission Avenue to the south, and existing commercial and retail development to the west.

The current zoning of the site is split between Limited Industrial (IL) and General Commercial (GC). Proposed uses include an automobile washing facility, retail, a service station with a convenience store, restaurants with a drive-through, full service restaurants with full alcohol, and maintenance and service facilities. The service station with convenience store would be operated 24 hours and would have an ABC Type 20 off-sale beer and wine license. Proposed uses are either allowed by zoning or with a conditional use permit. The project is consistent with the Oceanside General Plan (City of Oceanside 2002).

1.2 Access/Circulation

The project is proposing to construct two access driveways: a right-in driveway on Foussat Road on the eastern side of the site, and a right-in/right-out driveway on the southern side of the site. Access to project would also be available on the western side through Via de la Valle. Internally, 24-foot-wide drive aisles in the surface parking area would allow adequate on-site circulation.

1.3 Parking

The project proposes a total of 140 on-site surface parking spaces, including 7 Americans with Disabilities Act compliant parking spaces and 10 clean air/van pool/electric vehicle parking spaces in accordance with California Green Building Standards Code, Section 5.106.5.2.1.

1.4 Landscaping

Ornamental landscaping is proposed consistent with City requirements to enhance the appearance of the site and provide visual screening. Perimeter landscaping would be installed along portions of the property boundary and in the interior of the site and surface parking lot.

1.5 Drainage and Utility Improvements

The project would connect to existing adjacent water and sewer lines and then extended onto the site to reach proposed buildings. Drainage improvements include catch basins throughout the project site and underground infiltration areas to capture stormwater.

1.6 Lighting

Parking lot, street, and pedestrian-level lighting would be provided for purposes of public safety and security and to allow for the safe and efficient circulation of vehicles, pedestrians, and bicycles. Proposed lighting would be in conformance with City regulations and would be shielded and directed downward to avoid light spillover levels onto adjacent lands.

1.7 Construction Phasing

The project construction would be phased. The first phase would be building the northern half of the property with the access drive that connects Via de la Valle to Foussat Road.

1.8 Regulatory Requirements, Permits, and Approvals

This IS/MND is an informational document intended to inform public agency decision makers and the public of the significant environmental effects of the proposed project described previously and to identify ways to minimize the significant effects.

The City is the lead agency for the project under CEQA, since it is the agency with primary authority over the project's discretionary approvals. Other agencies, identified as trustee and responsible agencies, will also use this IS/MND for their consideration of approvals or permits under their respective authorities. For the purpose of CEQA, the term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of California. The term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project or an aspect of subsequent implementation of the project. Accordingly, the

approvals anticipated to be required from a lead agency, trustee agency, and/or responsible agency are identified in Table 1.

Table 1. Anticipated Project Approvals and Permits

Permit/Action Required	Approving Agency	Lead/Trustee/Responsible Agency Designation
Site Plan	City	Lead Agency
Landscape Plan	City	Lead Agency
MND	City	Lead Agency
Waste Discharge Permit	RWQCB	Responsible Agency
Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activity –SWPPP[1]	RWQCB	Responsible Agency
Construction Permit and/or Encroachment Permit	City/Caltrans	Lead Agency/Responsible Agency
Section 404 Permit	U.S. Army Corps of Engineers	Responsible Agency
Streambed Alteration Agreement	California Department of Fish and Wildlife	Trustee Agency
Construction Permit and/or Encroachment Permit	City/Caltrans	Lead Agency/Responsible Agency

Note: Caltrans = California Department of Transportation; City = City of Oceanside; MND = mitigated negative declaration; NPDES = National Pollutant Discharge Elimination System; RWQCB = Regional Water Quality Control Board; SWPPP = stormwater pollutant prevention plan

[1] The required SWPPP would be prepared to the satisfaction of the City Water Quality Engineer in accordance with the City's Grading Ordinance, the City's Water Quality Ordinance, and the latest NPDES Permit.

1.9 Consultation

1.9.1 State Agencies

Regional Water Quality Control Board (RWQCB). No riparian habitat occurs within the project site; therefore, no direct impacts to riparian vegetation would be impacted. The project has been designed to avoid indirect water quality impacts with the implementation of a required Stormwater Quality Management Plan, including proposed stormwater control best management practices (BMPs).

California Department of Transportation (Caltrans). The Transportation Impact Study (TIS) prepared for the project by Kimley-Horn (Appendix A) identified impacts along SR-76 at Airport Road and Foussat Road, requiring an additional travel lane in the eastbound and westbound directions, expanding SR-76 from four to six lanes. However, since Caltrans has no plans to expand the SR-76 to six lanes, the project applicant is required to prepare a conceptual design and cost estimate to expand SR-76 from four lanes to six lanes, and provide fair share funding to pay for the project's portion of the improvement cost.

California Assembly Bill (AB) 52. AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant

impacts on tribal cultural resources with significant environmental impacts (California Public Resources Code, Section 21084.2). Under AB 52, formal consultation with tribes is required by a lead agency prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects and if the tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, addresses project alternatives and mitigation measures for significant effects, if specifically requested by the tribe. The City is currently undertaking coordination efforts to ensure that the project is in conformance with all AB 52 notification and consultation requirements.

Source: ESRI 2018

Harris & Associates

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Figure 1
Regional Location Map

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Document Path: \\hasans-file1\data\GIS\Projects\Oside\E. Shopping Center\Map Docs\Figure 2 Project Location Map.mxd

Source: ESRI 2018

Harris & Associates

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Figure 2
Project Location Map

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NOTES

1. 6 INCH CURB
2. 6 INCH CURB & GUTTER
3. SIDEWALK
4. RETAINING WALL
5. TRASH ENCLOSURE
6. RIBBON GUTTER
7. 6 FT HIGH SOUNDWALL. STC 30 OR HIGHER RATING.
8. EV/CLEAN AIR VEHICLE
9. EXISTING DRIVEWAY TO BE REMOVED
10. APPROXIMATE KNOX BOX LOCATION. TO BE INSTALLED NEAR THE MAIN BUILDING ENTERANCES. MOUNT BOXES 5 FT ABOVE GRADE.
11. INSTALL ADA RAMPS PER OCEANSIDE CITY DETAILS.
12. INSTALL MOUNTABLE CURB PER OCEANSIDE CITY DETAILS.

FLOOD ZONE

THE SUBJECT PROPERTY LIES ENTIRELY WITHIN SPECIAL FLOOD HAZARD AREA TERMED ZONE "A99" (PROTECTED FROM 1% ANNUAL FLOOD EVENT BY A FEDERAL FLOOD PROTECTION SYSTEM; NO BASE FLOOD ELEVATION DETERMINED.)- AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, COMMUNITY NUMBER/PANEL 060294/0753 AND MAP NUMBER 06073C0753H WHICH BEARS AN EFFECTIVE DATE OF MAY 16, 2012.

EXISTING EASEMENTS

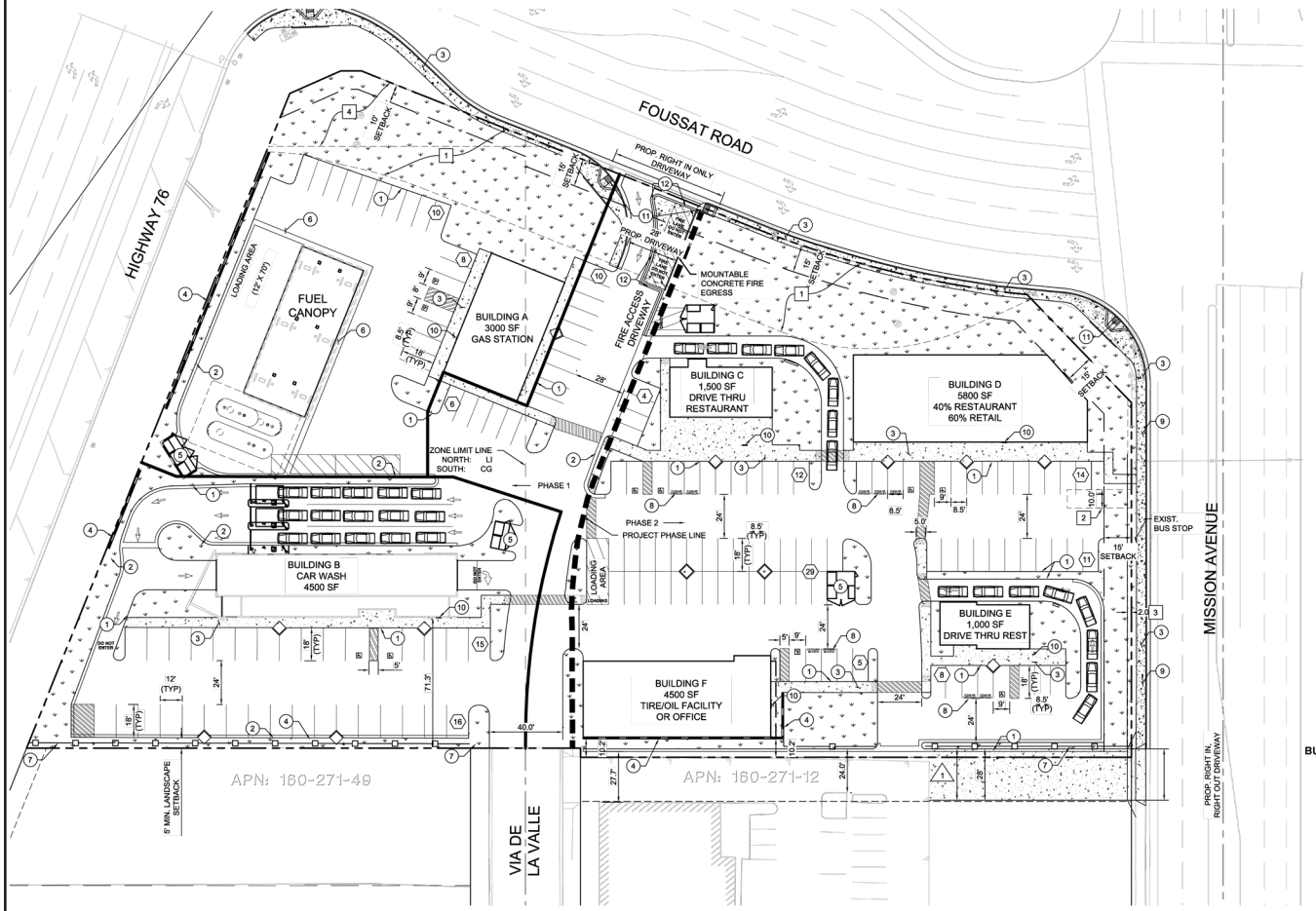
1. DRAINAGE EASEMENT TO THE CITY OF OCEANSIDE PER DOC. 97-0397901, REC. 08-18-97 O.R.
2. 35 FEET X 10 FEET SEWER EASEMENT TO THE CITY PER CITY OF OCEANSIDE PER DOC. 48287 REC. 3-22-68 O.R.
3. 2 FOOT FUTURE STREET WIDENING PER P.M. 9315.
4. DRAINAGE EASEMENT TO THE CITY OF OCEANSIDE PER INSTRUMENT NO. 163907, REC. 09-20-1961 O.R. AND P.M. 9315, REC. 07-31-79.

PROPOSED EASMENTS

1. FIRE ACCESS AND EGRESS EASEMENT

LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- EX. LOT LINE
- PROPOSED LOT LINE
- CENTERLINE
- EASEMENT
- PROPOSED EASEMENT
- ZONE LINE
- RESTRICTED ACCESS
- SETBACK
- CHAINLINK FENCE
- SOUNDWALL
- RETAINING WALL/STEM WALL
- W — WATER LINE
- S — SEWER LINE
- SD — STORM LINE
- EDGE OF PAVEMENT
- EXISTING CURB AND GUTTER
- ASPHALT
- CONCRETE
- LANDSCAPE
- XX — PARKING COUNT
- WM — EXISTING WATER METER
- E — EXISTING ELECTRIC VAULT
- SMH — EXISTING SEWER MANHOLE
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- FH — EXISTING FIRE HYDRANT
- SN — EXISTING SIGN
- PP — EXISTING POWER POLE
- EXISTING STRUCTURE



PARKING REQUIREMENTS

BUILDING	USE CLASSIFICATION	OFF-STREET PARKING SCHEDULE	PARKING REQUIRED	PARKING PROVIDED
A	Food & Beverage Sales (3,000 SF)	1 per 200 SF	15	18
B	Automobile Washing (4,500 SF)	1 per 200 SF of sales + 5 car queue	7	31
C	Restaurant Full Service (1,500 SF)	1 per 100 SF gross area	15	
D	60% Retail Sales (3,650 SF)	1 per 200 SF for less than 5,000 SF 1 per 250 SF over 5,000 SF	19	
D	40% Restaurant Full Service (2,400 SF)	1 per 50 SF of seating area	15	99
E	Restaurants w/ Drive-Thru (1,000 SF)	1 per 100 SF gross area	10	
F	Vehicle/Equipment Repair (4,500 SF)	1 per 300 SF	15	
Total			96	148

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Source: 2018 Kimley-Horn and Associates, Inc.

Harris & Associates

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Figure 3
Development Plan

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Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines to determine if the proposed project may have a significant effect on the environment.

2.1 Project Information

1. Project title:	Oceanside East Shopping Center
2. Lead agency name and address:	City of Oceanside Planning Division 300 North Coast Highway Oceanside, California 92054
3. Contact person name, address, and phone number:	Tiffany Chen, Planner II City of Oceanside, Planning Division 300 North Coast Highway Oceanside, California 92054 Phone: (760) 435-3562 Email: tchen@oceansideca.org
4. Project location:	3340 Mission Avenue APN 160-271-60-00
5 Project sponsor's name and address:	Chad Williams, CDT Director of Development Services 203 Fourth Avenue South, Suite 4 Franklin, Tennessee 37604
6. General plan designation:	Light Industrial (northern half) and General Commercial (southern half)
7. Zoning:	Limited Industrial (IL) (northern half) and General Commercial (GC) (southern half)
8. Description of project:	Refer to Section 1, Project Description, of this IS/MND.
9. Surrounding land uses and setting:	Refer to Section 1.1, Surrounding Land Uses and Project Setting, of this IS/MND.

10. Other public agencies whose approval is required:	Refer to Section 1.9, Consultation, of this IS/MND.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	The City is currently undertaking coordination efforts to ensure that the project is in conformance with all AB 52 notification and consultation requirements. The City received responses from the Rincon Band, the Pala Band, the Viejas Band, the Agua Caliente Band, and the San Luis Rey Band. At this time, the Rincon, Pala, and San Luis Rey Bands have requested tribal consultation. The City is currently in coordination with the tribes and consultation is in progress.

2.2 Environmental Factors Potentially Affected

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

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

2.3 Lead Agency Determination

On the basis of the initial evaluation of the attached Initial Study:

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

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

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

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

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

Tiffany Chen — 5/16/19

Tiffany Chen, Planner II, City of Oceanside — Date

3/13/19

Todd Dwyer, Applicant — Date

2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the project. The Checklist portion of the IS begins below, with explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact** applies where a project would not result in any impact in the category or the category does not apply. "No Impact" answers need to be adequately supported by the information sources cited, which show that the impact does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- **Less than Significant Impact** applies where the project will not result in any significant effects. The project impact is less than significant without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated** applies where the incorporation of project specific mitigation measures will reduce an effect from "Potentially Significant Impact" to a "Less than Significant Impact." All mitigation measures must be described, including a brief explanation of how the measures reduce the effect to a less than significant level.
- **Potentially Significant Impact** is appropriate if there is substantial evidence that the project′s effect may be significant. If there are one or more "Potentially Significant Impacts" a Project EIR will be prepared.

2.5 Environmental Impact Issue Questions and Responses

2.5.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. A substantial adverse effect to a scenic vista would be to degrade the view from such a designated viewshed. The project site is in an urbanized area of the City. Surrounding land uses are generally commercial and residential in nature, with SR-76, a major east–west highway, running just north of the site. The project site is mostly vacant with the exception of the western project boundary where there is a fenced area of parked U-Haul rental vehicles and a second partially fenced area containing a large trash receptacle. However, based on a site visit by Harris Biologist Ms. Tu in January 2019, the U-Haul rental vehicles have been moved off the project site.

The Oceanside General Plan General Plan Environmental Resource Management Element (City of Oceanside 2002) does not identify any scenic vistas on or adjacent to the project site. Because of the existing visual setting of the project site, which is urbanized and developed with commercial and residential uses, combined with the presence of SR-76, project construction is not anticipated to substantially degrade or detract from existing views. Therefore, no scenic vistas would be blocked, obstructed, or otherwise adversely affected by future development on the site.

As such, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The majority of the subject property has been previously graded and/or developed/disturbed by former on-site development. No scenic resources, including trees, rock outcroppings, or historic buildings, are present on site. In addition, the project site is not situated within or adjacent to a state scenic highway. No impact would occur.

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

Less than Significant Impact. Potential short-term, construction-related aesthetic impacts would primarily result from motorists viewing on-site grading activities, construction equipment, and signage/warning markers on area roadways as they drive by the construction site. Because these short-term visual nuisances would be temporary and would cease upon completion of construction, such potential aesthetic impacts to the existing visual character and quality of the site and its surroundings would be less than significant.

Potential long-term aesthetic impacts result primarily from motorists viewing a new commercial center as they drive by the site. As designed, the proposed structures would respect the existing visual setting and would not represent elements of substantial visual scale or bulk. Color selections for building materials would be compatible with the surrounding environment. Additionally, the incorporation of landscape screening along Foussat Road, Mission Avenue, and SR-76 would further minimize potential visual impacts to surrounding views and reduce the visibility of the structures in the visual landscape (Figures 4a and 4b, Conceptual Landscape Plan).

Additionally, the proposed project would be consistent with the existing commercial development pattern and character of the surrounding area and along Mission Avenue to the southwest, north, and northeast of the project site by including consistent building materials and colors that complement the existing commercial and residential development on adjacent properties. Further, as part of the application process, the project applicant has submitted a development plan for review as part of the design review process. This is to ensure that the architectural design of the structures and that the plans for landscaping conform to the requirements of the City's zoning ordinance.

With implementation of the proposed design features and landscape screening described previously, the potential for the project to substantially degrade the existing visual character or quality of the site and its surroundings would be less than significant.

d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

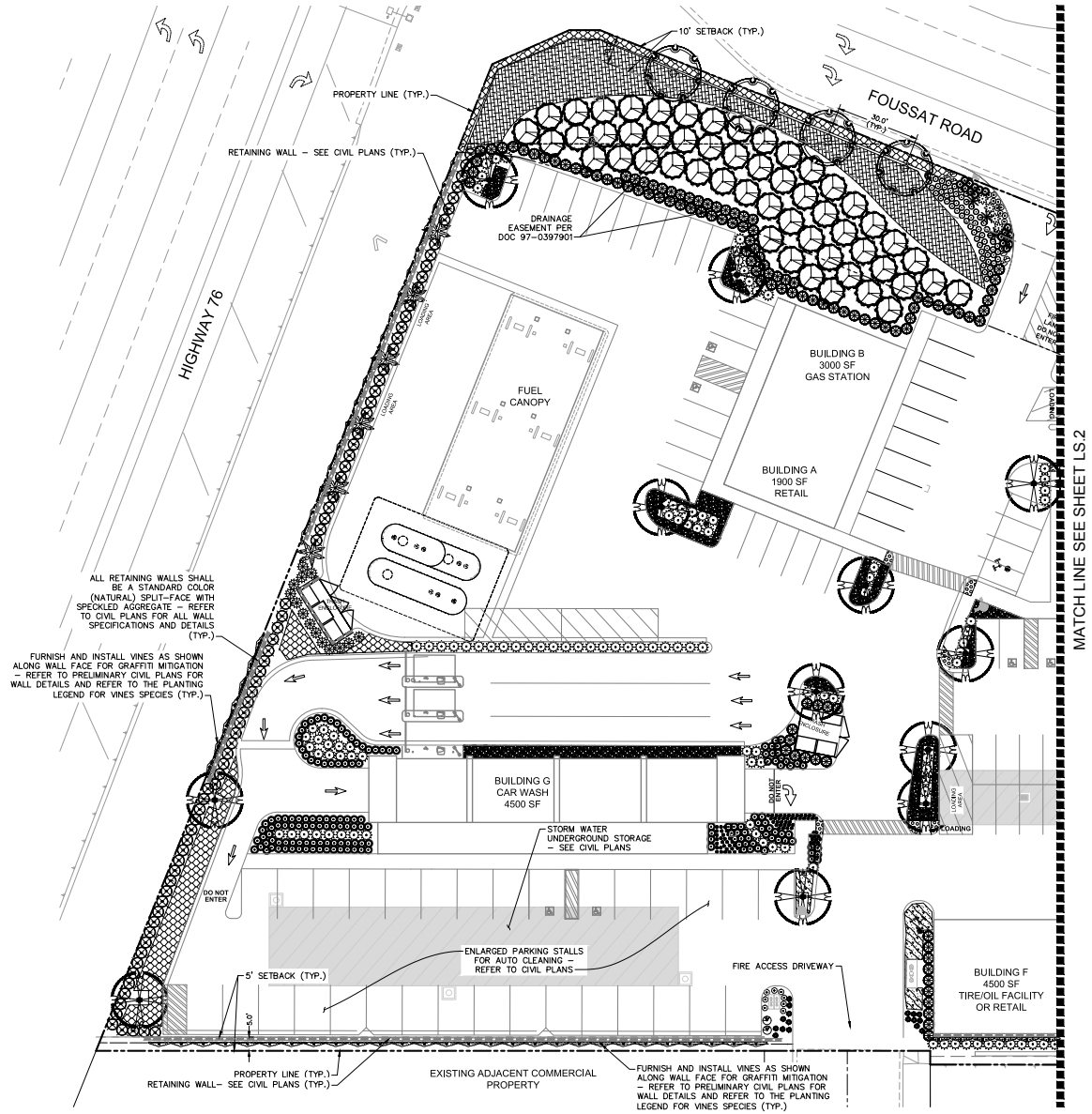
Less than Significant Impact. As stated previously, the project site is in an urbanized area with existing residential development to the southeast, the City's Fire Department to the east, commercial development to the west, and SR-76 to the north. As such, existing lighting sources in the area include large-scale commercial uses and associated surface parking lots; residential uses to the southeast; and vehicles traveling along area roadways such as Foussat Road, Mission Avenue, and SR-76.

The City's Light Pollution Regulations (Chapter 39 of the Oceanside Municipal Code) is intended to minimize unnecessary glare effects for public benefit and to reduce the potential for detrimental effects on astronomical observation and research activities at local observatories in the County. Mount Laguna Observatory is located approximately 85 miles southeast of the project site, and Palomar Observatory is approximately 47 miles east. Chapter 39 of the Oceanside City Code, Light Pollution Ordinance, defines Class I, II, and III outdoor lighting; identifies specific requirements for outdoor lighting, including lamp sources and shielding for outdoor fixtures; restricts certain outdoor lighting fixtures (e.g., non-use between 11:00 p.m. and sunrise), with exceptions; and encourages the use of low-pressure sodium outdoor light fixtures where required, among other measures.

Project lighting for the proposed parking areas, access drives, signage, and interior walkways would be limited to that required for purposes of public safety and for circulation in order to minimize potential effects on surrounding land uses and on nighttime dark skies. No lighting or glare effects are anticipated with the proposed project because all future development lighting would be designed and installed consistent with the City's nighttime lighting design standards for the Limited Industrial (IL) and General Commercial (CG) zones. Such standards would also require the use of appropriate building materials and minimization of large expanses of glass or other reflective surfaces that could result in potential glare. Project conformance with applicable local lighting and building design regulations is verified through the permitting process. Plans submitted for any permit is reviewed for compliance with the City's lighting requirements. Therefore, compliance with Chapter 39, Light Pollution Regulations, of the Oceanside City Code would ensure that the potential for the project to generate substantial light or glare impacts would be reduced to less than significant.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.



PLANT SCHEDULE SYMBOLS NOT TO PLAN SCALE

TREES	QTY	BOTANICAL NAME / COMMON NAME	CONT	WUCOLS
	6	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD TRUNK	15 GAL	L
	6	EXSITING TREE / RELOCATED TREE SEE TREE DISPOSTION PLAN	EXISTING	
	16	GINKGO BILOBA 'AUTUMN GOLD' TM / MAIDENHAIR TREE	24" BOX	L
	9	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX	L
	3	QUERCUS AGRIFOLIA / COAST LIVE OAK STANDARD TRUNK	24" BOX	L
SHRUBS	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	104	ACACIA REDOLENS 'LOWBOY' / BANK CATCLAW	5 GAL.	VL
	38	AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE	5 GAL	L
	21	ALOE STRIATA / CORAL ALOE	5 GAL	L
	10	BOUGAINVILLEA X 'OO-LA-LA' TM / OO-LA-LA BOUGAINVILLEA	15 GAL.	L
	153	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	5 GAL.	L
	117	DIANELLA TASMANICA 'VARIEGATA' / FLAX LILY	1 GAL	L
	187	FESTUCA MAIREI / ATLAS FESCUE	1 GAL	L
	31	IRIS DOUGLASIANA 'PACIFIC COAST HYBRIDS' / PCH IRIS RED / BLUE/ PURPLE	1 GAL	L
	18	JUNIPERUS VIRGINIANA 'SKYROCKET' / SKYROCKET JUNIPER	15 GAL.	L
	248	MUHLENBERGIA RIGENS / DEER GRASS	5 GAL	L
	18	PHORMIUM TENAX 'GUARDSMAN' / NEW ZEALAND FLAX OR P.T.'FIREBIRD' OR P.T.'EVENING GLOW'	15 GAL	L
	89	RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN	5 GAL.	L
	180	RHAPHIOLEPIS INDICA 'PINK DANCER' / INDIAN HAWTHORNE	5 GAL.	L
	78	RHAPHIOLEPIS INDICA 'PINK LADY' / PINK LADY INDIAN HAWTHORN	5 GAL.	L
	28	SENECIO SERPENS / BLUE CHALKSTICKS	1 GAL	L
	20	'BAJA CRESTA' / 2–3' BOULDER COLOR: RUST RED W/ BRONZE BY SOUTHWEST BOULDER AND STONE OR APPROVED EQUAL	2–3' DIA.	
VINE/ESPALIER	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	80	FICUS PUMILA / CREEPING FIG	5 GAL.	L
GROUND COVERS	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	257	BACCHARIS X 'STARN' / STARN COYOTE BRUSH	5 GAL.	LOW
	158	LANTANA MONTEVIDENSIS / PURPLE LANTANA	1 GAL.	L
	32	LANTANA MONTEVIDENSIS 'NEW GOLD' / TRAILING LANTANA	1 GAL.	L
	154	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	1 GAL.	L
	2,817 SF	ROCK COBBLE / 3"–8" ROCK COBBLE INSTALL AT 6" MINIMUM DEPTH, PROVIDE COMPLETE COVERAGE	ROCK	

NOTE: REFER TO CIVIL'S PRELIMINARY GRADING AND DEVELOPMENT PLAN FOR GRADES AND DRAINAGE INFORMATION (TYPICAL)

NOTE: ALL PAVING WITH IN PEDESTRIAN AREAS SHALL BE STANDARD GRAY CONCRETE WITH BROOM FINISH. ALL PEDESTRIAN PAVING SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE AMERICAN DISABILITY ACT. (TYPICAL)

Path: \\hasans-file1\data\Projects\City of Oceanside\East Shopping Center Project IS-MND\Figures\Figure Reference

Source: 2018 Kimley-Horn and Associates, Inc.

Harris & Associates

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Figure 4a
Conceptual Landscape Plan

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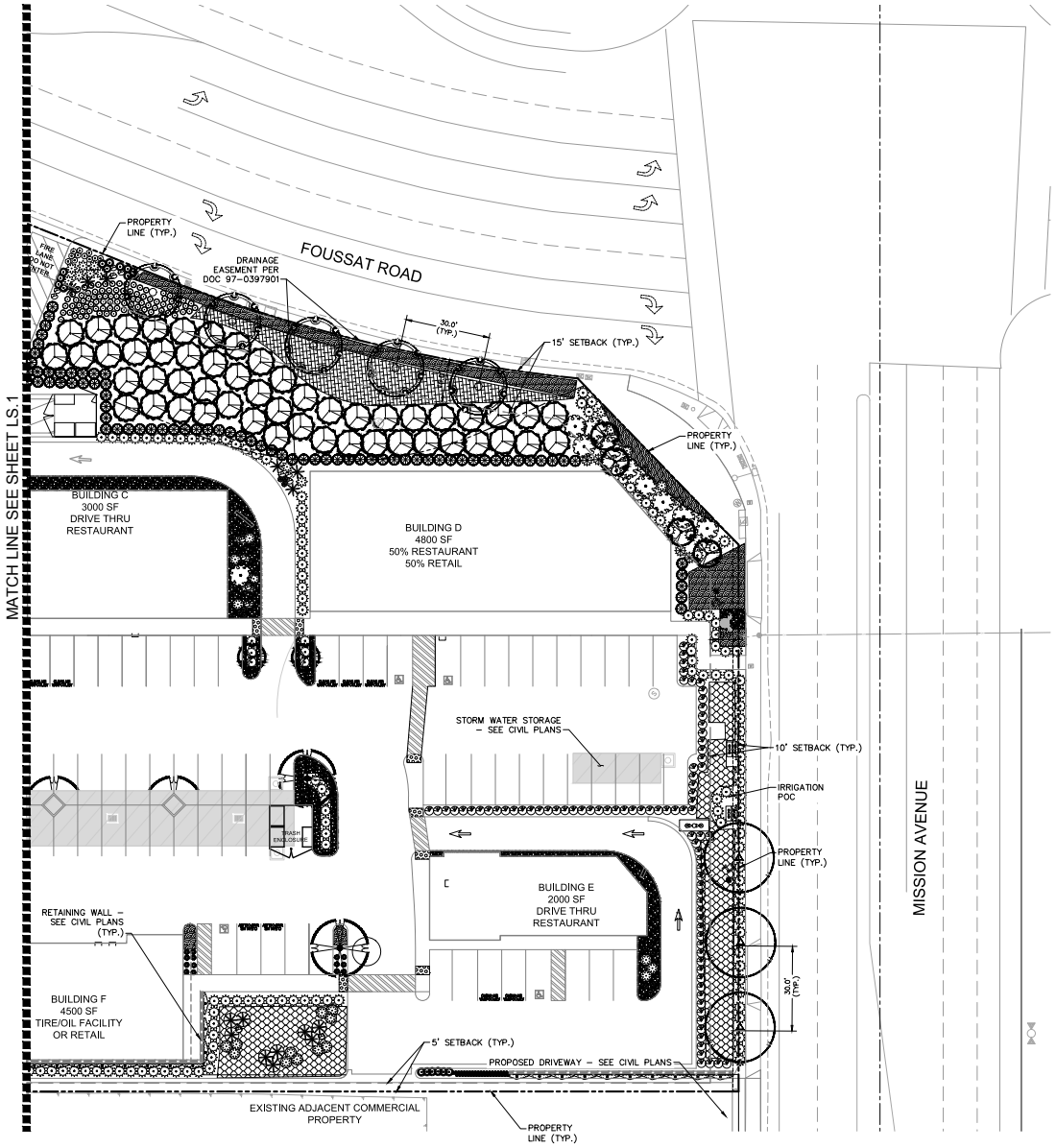

CONCEPTUAL PLANT SCHEDULE SYMBOLS NOT TO PLAN SCALE

TREES	QTY	BOTANICAL NAME / COMMON NAME	CONT	WUCOLS
	6	CERCIS OCCIDENTALIS / WESTERN REDBUD STANDARD TRUNK	15 GAL	L
	6	EXSITING TREE / RELOCATED TREE SEE TREE DISPOSTION PLAN	EXISTING	
	16	GINKGO BILOBA 'AUTUMN GOLD' TM / MAIDENHAIR TREE	24" BOX	L
	9	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX	L
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SHRUBS	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	104	ACACIA REDOLENS 'LOWBOY' / BANK CATCLAW	5 GAL.	VL
	38	AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE	5 GAL	L
	21	ALOE STRIATA / CORAL ALOE	5 GAL	L
	10	BOUGAINVILLEA X 'OO-LA-LA' TM / OO-LA-LA BOUGAINVILLEA	15 GAL.	L
	153	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	5 GAL.	L
	117	DIANELLA TASMANICA 'VARIEGATA' / FLAX LILY	1 GAL	L
	187	FESTUCA MAIREI / ATLAS FESCUE	1 GAL	L
	31	IRIS DOUGLASIANA 'PACIFIC COAST HYBRIDS' / PCH IRIS RED / BLUE/ PURPLE	1 GAL	L
	18	JUNIPERUS VIRGINIANA 'SKYROCKET' / SKYROCKET JUNIPER	15 GAL.	L
	248	MUHLENBERGIA RIGENS / DEER GRASS	5 GAL	L
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	89	RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN	5 GAL.	L
	180	RHAPHIOLEPIS INDICA 'PINK DANCER' / INDIAN HAWTHORNE	5 GAL.	L
	78	RHAPHIOLEPIS INDICA 'PINK LADY' / PINK LADY INDIAN HAWTHORN	5 GAL.	L
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	20	'BAJA CRESTA' / 2-3' BOULDER COLOR: RUST RED W/ BRONZE BY SOUTHWEST BOULDER AND STONE OR APPROVED EQUAL	2-3' DIA.	
VINE /ESPALIER	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	80	FICUS PUMILA / CREEPING FIG	5 GAL.	L
GROUND COVERS	**QTY**	**BOTANICAL NAME / COMMON NAME**	**CONT.**	**WUCOLS**
	257	BACCHARIS X 'STARN' / STARN COYOTE BRUSH	5 GAL.	LOW
	158	LANTANA MONTEVIDENSIS / PURPLE LANTANA	1 GAL.	L
	32	LANTANA MONTEVIDENSIS 'NEW GOLD' / TRAILING LANTANA	1 GAL.	L
	154	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	1 GAL.	L
	2,817 SF	ROCK COBBLE / 3"-8" ROCK COBBLE INSTALL AT 6" MINIMUM DEPTH, PROVIDE COMPLETE COVERAGE	ROCK	

Source: 2018 Kimley-Horn and Associates, Inc.

Harris & Associates

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Figure 4b
Conceptual Landscape Plan

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2.5.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

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 non-agricultural use?

No Impact. The project site is in an urbanized area in the City. The site has been previously disturbed/developed. According to the California Department of Conservation (2019) California Important Farmland Finder, as part of the Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built-Up Land, which is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures (DOC 2019). Because there is no Farmland Mapping and Monitoring Program–designated farmland on site, the project would not convert any such lands to non-agricultural use. No impact would occur.

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

No Impact. The Land Use Element of the Oceanside General Plan (City of Oceanside 2002) designates the northern half of the project site Light Industrial (LI) and the southern half as General Commercial (GC); the northern half of the site is zoned Limited Industrial (IL) and the southern half is zoned General Commercial (CG). The site is designated for industrial and commercial uses

and, therefore, is not intended for agricultural use. The site is not subject to a Williamson Act contract, and no agricultural uses are present on or adjacent to the property. Therefore, the project would not create a conflict with existing agricultural 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. There are no lands zoned for forest or timber production within the City limits or on the project site with which the proposed development would conflict. Therefore, no impact would occur.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no designated forestlands on or adjacent to the project site; therefore, the project would not convert any such lands to non-forest uses. The proposed project would result in no impact with regard to this issue.

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. As stated, the project site is not located in an agricultural use area and does not support any designated farmland. Thus, implementation of the 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

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.3 Air Quality

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

Impact Analysis

The following discussion is based on the Oceanside East Shopping Center Project Air Quality and Greenhouse Gas Study (AQ and GHG Study) prepared by Rincon Consultants, Inc. (Rincon) for the proposed project (Appendix B).

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The project is within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (SDAPCD) is the designated air quality control agency for the SDAB. The SDAPCD monitors air pollution, implementation of the County's portion of the State Implementation Plan, and application of SDAPCD rules and regulations. The State Implementation Plan and the San Diego Regional Air Quality Strategy (RAQS) contain strategies and tactics to be applied to attain and maintain acceptable air quality in the County. The RAQS is the applicable air quality plan for the proposed project.

The RAQS relies on information from the California Air Resources Board (CARB) and San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the County as part of the development of the individual general plans. As such, projects that propose development consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development that is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that

anticipated in the general plan and SANDAG's growth projections, the project may be in conflict with the RAQS and State Implementation Plan and may have a potentially significant impact on air quality.

The applicable general plan for the City is the Oceanside General Plan (City of Oceanside 2002). The project site is currently zoned Limited Industrial (IL) and General Commercial (GC), and the proposed uses are allowed by zoning or with a conditional use permit. Because the project is not residential, it would not generate direct population or housing growth, and the relatively small employment growth associated with the project would be consistent with SANDAG's employment forecast and the Oceanside General Plan. Therefore, the project is consistent with the RAQS, and impacts would be less than significant.

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

Less than Significant Impact.

Existing Climate and Air Quality Levels

The climate of the SDAB is dominated by a semi-permanent, high-pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high-pressure cell also creates a morning and afternoon temperature inversion that may act to degrade local air quality. High air pollution levels in coastal communities of the County, including the City, can often occur when polluted air from the South Coast Air Basin, particularly from Los Angeles, travels southwest over the ocean at night and is brought on shore into the County by the sea breeze during the day.

The SDAB is designated as a nonattainment area for the federal ozone standard and a nonattainment area for the state standards for ozone, particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). As such, significant cumulative impacts to air quality for volatile organic compounds (VOCs) (an ozone precursor), oxides of nitrogen (NO_x) (an ozone precursor), PM_{10}, and $PM_{2.5}$ exist.

As noted in the AQ and GHG Study (Appendix B), CARB operates a network of air quality stations throughout the SDAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and to determine whether ambient air quality meets the California and federal standards. The monitoring station located closest to the project site is the Camp Pendleton station, located approximately 2.8 miles west of the project site. Information for PM_{10} (2014–2015) and $PM_{2.5}$ (2015) was unavailable at Camp Pendleton and was drawn from the next closest site, the Escondido–East Valley Parkway monitoring station approximately 16.7 miles south of the project site. The 2016 data for PM_{10} and $PM_{2.5}$ were unavailable at both monitoring stations. Eight-hour ozone concentrations exceeded federal standards from 2014 through 2016 and 1-hour ozone concentrations exceeded state standards in 2014. No other exceedances occurred between 2014 and 2016.

Construction

Potential impacts associated with construction of the proposed project were evaluated in the AQ and GHG Study (Appendix B). For modeling purposes, durations for each phase of construction were estimated. Based on the durations associated with each phase of construction, project construction is anticipated to last approximately 11 months. However, because some phases of construction may overlap, there is a potential for construction to be completed earlier. In addition, approximately 20,000 cubic yards of fill material would be imported for the proposed project. Proposed construction phases and associated durations include the following:

- Grading (2 months)
- Building construction (5 months)
- Architectural coating (2 months)
- Paving (2 months)

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2, which incorporated current air emission data, planning methods, and protocols. Construction activities such as grading and excavation would generate diesel and dust emissions. The use of construction equipment would generate criteria air pollutant emissions. For modeling purposes, it was assumed that the construction equipment used would be diesel-powered. With the use of CalEEMod defaults, construction emissions associated with development of the proposed project were quantified by estimating the types and quantities of equipment that would be used on site during each construction phase. Construction emissions are analyzed using the regional thresholds established by the SDAPCD and published under Rule 20.2 of the SDAPCD Rules and Regulations.

The project is required to comply with SDAPCD Rules 52, 54, and 55, which identify measures to reduce fugitive dust and are required to be implemented at the construction sites located within the SDAB. These measures include the following:

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earthmoving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, to minimize fugitive dust. Treatment shall include but not necessarily be limited to periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials shall be applied to portions of the construction site that are inactive for over 4 days. If no

further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident or periodically treated with environmentally safe dust suppressants to prevent excessive fugitive dust.

4. **Street Sweeping.** Construction contractors should sweep all visible roadway dust as result of active operations at the conclusion of each workday when active operations cease or every 24 hours for continuous operations.

These measures are included in CalEEMod for site preparation and grading phases of construction. The architectural coating phase involves the greatest release of VOCs. The emissions modeling for the project includes the use of low-VOC paint (50 grams per liter for non-flat coatings) as required by SDAPCD Rule 67.0.1.

Results of construction emissions modeling are shown in Table 2. Table 2 summarizes maximum daily and annual emissions of pollutants throughout the construction period of the project. With the assumption of adherence to the previously listed conditions required by SDAPCD Rules 52, 54, 55, and 67.0.1, emissions of VOC, NO_x, carbon monoxide (CO), sulfur oxide (SO_x), PM_{10}, and $PM_{2.5}$ would not exceed SDAPCD screening level thresholds during project construction. As demonstrated in Table 2, the proposed project's worst-case estimated construction emissions would not exceed allowable levels. Impacts would be less than significant.

Table 2. Maximum Daily and Annual Construction Emissions

Maximum Emissions[1]						
Emissions Source	**VOC**	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Daily Construction Emissions (pounds/day)						
2019 Maximum	5.8	26.9	24.2	<0.1	6.0	3.4
SDAPCD Screening Level Thresholds	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Annual Construction Emissions (tons/year)						
2019 Maximum	0.3	1.8	1.2	<0.1	0.2	0.2
SDAPCD Screening Level Thresholds	*13.7*	*40*	*100*	*40*	*15*	*10*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix B.

Note: CO = carbon monoxide; NO_x = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; SDAPCD = San Diego Air Pollution Control District; SO_x = sulfur oxide; VOC = volatile organic compound

All calculations were made using CalEEMod, version 2016.3.2. See Appendix B for calculations. Grading, paving, building construction, and architectural coating totals include worker trips, soil import hauling trips, construction vehicle emissions, and fugitive dust. Totals may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that would be included in the project.

[1] Grading phases incorporate anticipated emissions reductions from the conditions listed previously, which are required by SDAPCD Rules 52, 54, and 55 to reduce fugitive dust. The architectural coating phases incorporate anticipated emissions reductions from the conditions listed previously, which are required by SDAPCD Rule 67.

The greatest concern involving criteria air pollutants is whether a project would result in a cumulatively considerable net increase of PM_{10} and/or $PM_{2.5}$ or exceed screening level thresholds

of ozone precursors (VOCs and NO_X). Because the Oceanside General Plan does not include specific guidelines to assessing cumulative air quality impacts, the County's Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality (County of San Diego 2007) was used to determine cumulative air quality impacts. Cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other occur simultaneously or if a project's PM_{10}, $PM_{2.5}$, NO_x, and/or VOCs emissions exceed the SDAPCD thresholds. There are no other current or near-future construction projects in the vicinity of the project site. As discussed previously, the proposed project construction would be short term and temporary and would not generate construction air pollutant emissions in exceedance of the SDAPCD thresholds. Therefore, the emissions from the proposed project, combined with cumulative project emissions, would not exceed the significance thresholds, and a cumulative impact would not occur during construction.

Operation

Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by motor vehicle trips associated with operation of the project. Emissions attributed to energy use include electricity and natural gas consumption for general electricity and the kitchen, refrigeration system, and heating and cooling systems. Area source emissions are generated by landscape maintenance equipment, use of consumer products, and painting. Stationary source emissions from fuel storage and dispensing were also calculated based on guidance for underground storage tanks provided by South Coast Air Quality Management District. The emissions factor for VOCs contained in this guidance was established by CARB and includes emissions from loading, storage, dispensing, and spills or leaks from the components of transfer and dispensing facilities. To determine whether a regional air quality impact would occur, the increase in total emissions is compared to the SDAPCD recommended regional thresholds for operational emissions.

As with construction emissions, the project's criteria pollutant emissions were calculated using CalEEMod, version 2016.3.2. Table 3 summarizes estimated emissions associated with operation of the project. The majority of operational emissions generated would be mobile emissions from vehicle trips to and from the project site. As shown in Table 3, emissions generated during the operation of the project would not exceed SDAPCD screening level thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Therefore, the project's regional air quality impacts would be less than significant.

Table 3. Project Operational Emissions

Estimated Emissions (pounds/day)						
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	0.6	<0.1	<0.1	0.0	<0.1	<0.1
Energy	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Mobile	8.4	27.8	63.1	0.1	6.8	2.0
Project Total	**9.0**	**28.2**	**63.4**	**0.1**	**6.8**	**2.0**
SDAPCD Screening Level Thresholds	75	250	550	250	100	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix B.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; SDAPCD = San Diego Air Pollution Control District; SO_x = sulfur oxide; VOC = volatile organic compound

Numbers may not add up due to rounding.

See Appendix B for CalEEMod output.

As explained in the analysis in Section 2.5.3(a), regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the project would not conflict with implementation of the RAQS. Therefore, the project's contribution to cumulative air quality impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant with Mitigation Incorporated. Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children under the age of 14, the elderly over 65 years old, persons engaged in strenuous work or exercise, and people with illnesses including cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences. The nearest sensitive receptors that may be affected by air quality impacts associated with project construction or operation include single-family residences located approximately 110 feet southeast of the project site along Mission Avenue. Additionally, San Luis Rey Elementary School (3535 Hacienda Drive) is located approximately 0.5 mile east of the project site. The primary emissions of concern regarding health effects on these sensitive receptors are CO and toxic air contaminants (TACs).

Carbon Monoxide Hotspots

CO emissions are the result of the combustion process and, therefore, are primarily associated with mobile source emissions (vehicles). CO concentrations tend to be higher in urban areas where there are many mobile source emissions. The SDAB is in attainment of state and federal CO standards. CO "hotspots," or pockets where the CO concentration exceeds the National Ambient Air Quality Standards and/or California Ambient Air Quality Standards, have been found to occur only at

signalized intersections that operate at or below level of service (LOS) E with peak-hour trips exceeding 3,000 trips (County of San Diego 2007).

The TIS (Appendix A) studied multiple intersections in the vicinity of the project site and the proposed driveways for the project. The TIS (Appendix A) found that the project would generate approximately 4,434 daily trips once fully operational, which include 301 peak morning trips and 376 peak afternoon trips on the roadways surrounding the project site. Table 15 in Section 2.5.17, Transportation, depicts a summary of existing and existing plus project intersection LOS based on the TIS (Appendix A).

According to Table 15, four intersections would operate at or below LOS E during AM peak hours, PM peak hours, or both. However, the TIS (Appendix A) recommends mitigation to ensure that the Airport Road and SR-76 and Foussat Road and SR-76 intersections would operate at or above LOS D. The mitigation in the TIS (Appendix A) targeted at improving these two intersections consists of widening SR-76 from four to six lanes to alleviate congestion and LOS deterioration. Therefore, a CO hotspot analysis is not required for these intersections, and project-generated trips would not result in or substantially contribute to CO concentrations that exceed the 8-hour ambient air quality standards for these intersections. Therefore, with the implementation of Mitigation Measures TRA-1 and TRA-2, as outlined in Section 2.5.17, impacts would be less than significant.

Toxic Air Contaminants

A TAC is defined by California law as an air pollutant that may cause or contribute to an increase in mortality or in serious illness or that may pose a present or potential hazard to human health. High-volume TAC generators listed as potential health risk sources include the operation of commercial diesel engines and truck stops, landfills and incinerators, and chemical manufacturers (CARB 2005). The proposed project includes the construction and operation of a gas station, which is identified in the CARB Air Quality and Land Use Handbook (2005) as a facility type that emits TACs, mainly benzene, among other uses. Construction activities may also result in the generation of TACs. However, the construction period estimated for the project would be temporary and limited to approximately 11 months. While gasoline-dispensing facilities account for a small part of the total benzene emissions in the County, near source exposures for large facilities, with throughputs of 3.6 million gallons per year or greater of gasoline, can be significant (CARB 2005). Facilities with annual throughput of less than 3.6 million gallons of gasoline per year are considered typical facilities. The proposed project is conservatively estimated to have a total product throughput of 3.6 million gallons per year of gasoline and diesel; however, annual gasoline throughput is anticipated to total 1.5 million gallons per year.

Because health risks are drastically reduced with increasing fence line distance between the pollutant source and receptor, CARB recommends avoiding placing large gasoline-dispensing facilities within 300 feet of sensitive land uses or typical gasoline dispensing facilities within 50 feet of sensitive land uses (CARB 2005). The proposed project is a typical gasoline-dispensing facility and, therefore, could impact sensitive receptors within 50 feet. The sensitive receptors nearest to the project site are 100 feet

south, which is beyond CARB's recommended 50-foot distance for typical facilities. Therefore, construction and operation of the proposed gas station would not expose residents in the vicinity to substantial pollutant concentrations. Furthermore, construction and operational emissions for the project (Tables 2 and 3) are well below the County's criteria pollutants screening level thresholds, which are designed to be protective of public health.

Mobile emissions during project operations would primarily be composed of passenger and light-duty vehicles accessing the restaurants, gas station, car wash, vehicle maintenance, and retail components. No proposed truck stop–type operations or space to park large trucks overnight are proposed, and the project would not likely attract a large number of trips from large or heavy-duty vehicles that could generate mobile diesel emissions. Due to the retail and restaurant commercial nature of the proposed use, it would be reasonable to anticipate one truck trip per week per business for distribution purposes. Therefore, construction and operation of the proposed project would not generate TACs that would adversely impact sensitive receptors in the vicinity of the project site. Impacts would be less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. SDAPCD Rule 51, commonly referred to as the Public Nuisance Rule, prohibits emissions from any source in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The potential for an operation to result in odor complaints from a "considerable" number of persons in the area would be considered a significant, adverse odor impact. Land uses and industrial operations typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, refineries, landfills, dairies, and fiberglass molding.

The project would involve the temporary use of diesel-powered construction equipment, which would generate exhaust that may be noticeable for short durations at adjacent properties. However, construction activities would be approximately 11 months, and odor emissions would be short-term in nature, disperse rapidly, and would cease upon completion of construction. In addition, emissions would not exceed SDAPCD thresholds.

The proposed operations including a car wash, convenience store, retail components, and gas station are not typically associated with objectionable odors, though odors from gasoline products could be noticeable in the immediate vicinity of the site. The vicinity of the project site contains similar commercial and retail development and is adjacent to SR-76. It is unlikely that the odors from this particular project would be distinguishable from existing sources given the vehicle emissions associated with adjacent roadways in the vicinity of the project site. In addition, the gas station included as part of the project would be required to meet SDAPCD Rules 61.3.1 and 61.4.1, which require the use and certification of Phase I and Phase II vapor recovery systems. This vapor recovery system would

further reduce fugitive VOC emissions that could cause a noticeable odor. Therefore, the project would not generate objectionable odors, and impacts would be less than significant.

Mitigation Measures

With implementation of Mitigation Measures TRA-1 and TRA-2 in 7, no further mitigation is required.

2.5.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any applicable policies protecting biological resources?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

The following discussion is based on the Biological Resources Letter Report for the East Shopping Center Project, Oceanside, California, prepared by Harris for the proposed project (Appendix C).

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

Less than Significant with Mitigation Incorporated. Although, the project site is not likely to support federally or state-listed species, two federally listed plant species, San Diego ambrosia (*Ambrosia pumila*) and thread-leaved brodiaea (*Brodiaea filifolia*), occur within 1 mile of the project site. To confirm that these species do not occur in the project site, a preconstruction rare plant survey would be conducted by a qualified biologist in the spring (April through July) prior to construction as described in Mitigation Measure BIO-1.

Direct impacts to special-status bird species, including California horned lark (*Eremophila alpestris actia*), a California Department of Fish and Wildlife Watch List species, have a moderate potential to

occur. California horned lark was observed in the project site on January 7, 2019, and has a low potential to nest in the project site. The project site includes suitable non-native grassland for California horned lark to use for nesting. However, the habitat is small and isolated from larger habitat.

Although California gull (*Larus californicus*), also a California Department of Fish and Wildlife Watch List species, was observed in the project site as well, significant impacts to this species are not expected. This species does not nest in the area because it is a wintering visitor. In addition, this species can fly to another area to roost if it is present in the project site during construction.

Implementation of the proposed project has the potential to impact bird species that are protected under the Migratory Bird Treaty Act and California Fish and Game Code, Section 3504. Clearing, grubbing, and construction activities, if conducted during the bird breeding season (February 15 through August 31), could directly or indirectly impact species protected under the Migratory Bird Treaty Act.

These potential impacts could represent a significant impact, and avoidance or mitigation would be required. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts would be reduced to a less than significant level.

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

Less than Significant with Mitigation Incorporated. No riparian habitat occurs within the project site; therefore, no direct impacts to riparian vegetation would be impacted. Erosion control BMPs are recommended to avoid indirect impacts to the runoff channel and box culvert north of the project site.

The 2018 Development Plan (Kimley-Horn 2018) shows development of the entire 3.7-acre project site. Direct impacts to 1.04 acres of non-native grassland are expected (Table 4).

Any impacts to the non-native grassland would be significant and require mitigation. With implementation of Mitigation Measure BIO-3, impacts would be reduced to a less than significant level.

Table 4. Sensitive Vegetation Community Impacts and Mitigation

Vegetation Community	Impacts (acres)	Mitigation Ratio	Mitigation Required (acres)	Preserved on Site (acres)	Off-Site Mitigation (acres)
Non-native grassland	1.04	0.5:1	0.52	0	0.52

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

No Impact. A Habitat Assessment was conducted by Harris Biologist Ms. Tu on January 7, 2019, and a Jurisdictional Delineation was conducted by Harris Biologists Ms. Tu and Katie Laybourn on January 25, 2019. The Jurisdictional Delineation determined that there are no jurisdictional resources on the project site. No further surveys or reviews are required. Therefore, no impacts would occur.

d. Would the project 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?

No Impact. The project site is within the Wildlife Corridor Planning Zone. Projects within the Wildlife Corridor Planning Zone must be protected to maintain and enhance wildlife habitat value and connectivity for wildlife movement.

Although the area is mapped as a coastal California gnatcatcher (*Polioptila californica californica*) wildlife movement corridor in the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan (Subarea Plan) (City of Oceanside 2010), the project site does not contain coastal sage scrub, other scrub, or riparian habitat that would support coastal California gnatcatcher.

The project site is not likely to be used as a wildlife movement corridor because of its small size, its lack of native vegetation communities, it being surrounded by development including SR-76, and it not being connected to any other open space area. For these reasons, no impacts are anticipated to occur.

e. Would the project conflict with any applicable policies protecting biological resources?

No Impact. No impacts to local policies or ordinances protecting biological resources would occur from the implementation of the proposed project.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?

No Impact. Since the City complies with the conservation policies identified in the Subarea Plan, no impacts to local conservation plans would occur from the implementation of the proposed project.

Mitigation Measures

Rare Plants

BIO-1. **Rare Plant Surveys.** During the spring (April through June) prior to construction, a qualified rare plant biologist shall conduct a preconstruction rare plant survey in areas with potential habitat for rare plants, including areas that are considered disturbed. "Qualified rare plant biologist" refers to a person with knowledge of rare plant species (including appropriate plant

survey windows and species identification). The qualified rare plant biologist shall work with the City of Oceanside to identify project-specific measures that are consistent with the specifications of the Multiple Habitat Conservation Program, and these measures shall be implemented prior to and concurrent with project construction, as applicable.

Timing/Implementation: During the spring (April through June) prior to construction

Enforcement/Monitoring: City of Oceanside Planning Department

Nesting Birds

BIO-2. Nest Surveys. No grubbing, trimming, or clearing of vegetation, primarily non-native grassland and a few shrubs, from the project site shall occur during the general bird breeding season (February 15 through August 31). If grubbing, trimming, or clearing cannot feasibly occur outside of the general bird breeding season, a qualified biologist shall perform a preconstruction nesting bird survey no more than 72 hours prior to the commencement of vegetation clearing or grubbing to determine if active bird nests are present in the affected areas. Should an active migratory bird nest be located, the project biologist shall direct vegetation clearing away from the nest until the project biologist has determined that the young have fledged or the nest has failed. If there are no nesting birds (including nest building or other breeding or nesting behavior) within the survey area, grubbing, trimming, or clearing, shall be allowed to proceed.

When construction occurs during the bird breeding season, a qualified biologist shall conduct a weekly nest survey of the area within 100 feet of construction to survey for nesting migratory birds.

Timing/Implementation: Prior to any ground disturbance during general bird breeding season (February 15 through August 31)

Enforcement/Monitoring: City of Oceanside Planning Department

Upland Habitat

BIO-3: Permanent Impacts to Non-Native Grassland. Permanent impacts to non-native grassland shall be mitigated at a ratio of 0.5:1 through the preservation of habitat, habitat creation, or enhancement or a combination of habitat acquisition and preservation or the purchase of credits from an approved conservation bank.

Timing/Implementation: Prior to the issuance of a grading permit

Enforcement/Monitoring: City of Oceanside Planning Department

2.5.5 Cultural Resources

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

Impact Analysis

To determine the presence of previously identified cultural resources, Rincon conducted a records search on March 27, 2018, of the California Historical Resources Information System at the South Coastal Information Center (Appendix D). The records search was conducted to identify previous cultural resources studies and previously recorded cultural resources for the project site and within a 0.5-mile search radius. It included a review of the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the State Historic Resources Inventory list.

The records search identified 13 previously conducted studies within a 0.5-mile radius of the project site. Seven studies involved projects for SR-76, which is north of the project site. The records search identified five cultural resources within a 0.5-mile radius of the project site that have subsequently been subsumed to two localities. None of these resources are located on the project site.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. According to the cultural resources analysis conducted by Rincon (Appendix D), the results of the desktop analysis, and the pedestrian survey of the project site conducted on April 2, 2018, no historic structures or artifacts are known to exist within the boundaries of the project site.

However, in the event that unanticipated cultural resources are identified during construction, they should be treated in accordance with CEQA Guidelines, Section 15064.5(f), which requires halting ground disturbance in the immediate area of the find until it can be evaluated by a qualified archaeologist. To ensure that potential impacts to unknown resources are reduced to less than significant levels, Mitigation Measure CUL-1 would be implemented.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. No cultural resources are known to exist within the boundaries of the project site. However, the property is located along the floodplain/terrace of the San Luis Rey River and is subsequently prone to prehistoric cultural deposits. Riparian geography and proximity to water enhance the probability of prehistoric occupation. Previously documented excavations within the 0.5-mile vicinity of the project site have identified continual prehistoric-to-historic occupational deposits consisting of middens, faunal remains, ground and flaked stone artifacts, pottery, beads, shell deposits, historical building materials, homewares, and human remains. For this reason, a pedestrian survey of the project site was performed by a Rincon archaeologist on April 2, 2018. The results of the pedestrian survey were negative, and no resources were identified on the project site. To ensure that potential impacts to unknown resources are reduced to less than significant levels, Mitigation Measure CUL-1 would be implemented.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation Incorporated. Due to the lack of documented resources or grave sites on the project site, the sensitivity for encountering human remains during construction is low. Further, the disturbance of human remains is not anticipated during project grading or excavation activities due to prior disturbance of the site. However, in the unlikely event that human remains are encountered, Section 7050.5 of the California Health and Safety Code states that no further disturbance would occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources Code, Section 5097.98. The County Coroner would be immediately notified of any discovered human remains. If the remains are determined to be prehistoric, the County Coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant. With the permission of the landowner or authorized representative, the most likely descendant would inspect the discoveries and the site conditions within 48 hours of being granted access to the site.

Mitigation Measure CUL-2 is proposed to ensure that such measures are adhered to in the event of the discovery of human remains during ground-disturbing activities. With implementation of Mitigation Measure CUL-2, impacts from potential disturbance of discovered human remains during project grading or construction would be less than significant.

Mitigation Measures

CUL-1. If unanticipated cultural resources are identified during construction, they shall be treated in accordance with the California Environmental Quality Act Guidelines, Section15064.5(f), which requires halting ground disturbance in the immediate area of the find until the resource can be evaluated by a qualified archaeologist.

Timing/Implementation: Prior to and during project ground-disturbing activities

Enforcement/Monitoring: City of Oceanside Planning Department

CUL-2. As specified in California Health and Safety Code, Section 7050.5, if human remains are found on the project site during construction or archaeological work, the person responsible for the excavation or authorized representative shall immediately notify the 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 County Coroner has made the necessary findings regarding the origin and disposition pursuant to California Public Resources Code, Section 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established around the area of the discovery so that the area shall be protected, and consultation and treatment can occur as prescribed by law. By law, the County Coroner shall determine within 2 working days of being notified if the remains are subject to his or her authority. If the County Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall make a determination regarding the most likely descendent.

Timing/Implementation: Prior to and during project ground-disturbing activities

Enforcement/Monitoring: City of Oceanside Planning Department

2.5.6 Energy

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

Impact Analysis

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant with Mitigation Incorporated.

Construction Energy Usage

During construction, the proposed project would result in an increase in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment and the use of electricity for temporary buildings, lighting, and other sources. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Other equipment could include construction lighting; field services (office trailers); and electrically driven equipment, such as pumps and other tools.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations (13 CCR 2449[d][3], 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by CARB. Also, given the high cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Therefore, the construction phase would not result in a significant impact associated with the wasteful, inefficient, and unnecessary consumption of energy.

Operational Energy Usage

Operation of the proposed project would consume electrical and natural gas energy for several purposes, including but not limited to building heating and cooling, refrigeration, lighting, and commercial equipment. Electricity for the project site would be provided by a variety of sources through San Diego Gas & Electric's electric transmission and distribution lines. Section 2.5.8, Greenhouse Gas Emissions, includes emissions data for these energy sources. To reduce energy output from fossil fuel sources and to operate efficiently, the project is required to implement a

GHG reduction plan (Mitigation Measure GHG-1). Measures to reduce fossil fuel emissions included in Mitigation Measure GHG-1 are as follows:

On-Site Emission Reduction Measures

- Installing energy-efficient equipment, appliances, and heating and cooling exceeding California Green Building Code standards
- Installing renewable energy sources
- Implementing energy-efficient building design exceeding California Building Code requirements
- Installing green roofs
- Promoting water conservation and recycling, such as through the use of irrigation controllers
- Purchasing carbon offsets through an accredited program

Mobile Source Emission Reduction Measures

- Promoting alternative fuel vehicles, such as by providing additional electric vehicle charging infrastructure and designating parking spaces for zero-emission vehicles or hybrid vehicles
- Providing incentives and outreach for future tenants to promote employee ridesharing and transit use

Additionally, if GHG emissions cannot be reduced to less than significant levels through compliance with such a plan, the project applicant is required to purchase carbon offsets prior to grading permit approval (Mitigation Measure GHG-2). Therefore, impacts concerning this issue area are considered less than significant with mitigation incorporated.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant with Mitigation Incorporated. Development of the project site would follow Title 24 Building Energy Efficiency Standards, which establish minimum efficiency standards related to various building features, including appliances, water- and space-heating and cooling equipment, building installation and roofing, and lighting, to reduce energy use. Further, the project includes mitigation measures and other state regulations that include design features that reduce energy use, improve energy efficiency, and increase reliance on renewable energy sources that would be used in the operation of the proposed project to reduce energy use. Adherence to the building efficiency standards and the implementation of mitigation measures that reduce fossil fuel use and promote energy efficiency would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed project would not result in a policy impact that would result in a significant impact on the environment.

Mitigation Measures

With implementation of Mitigation Measures GHG-1 and GHG-2 as described in Section 2.5.8, no further mitigation is required.

2.5.7 Geology and Soils

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

Impact Analysis

The following discussion is based on the Draft Geotechnical Report for the New Multi-Building Retail Park (Geotechnical Report) prepared by Partner Engineering and Science, Inc. for the proposed project (Appendix E).

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less than Significant Impact. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act (1972) is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited

to the immediate area of the fault zone where the fault breaks along the grounds surface. According to the Geotechnical Report (Appendix E), the project site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone. No known active seismic faults traverse the City. The nearest known active fault is the Newport-Inglewood (offshore) Fault approximately 6.5 miles west of the project site. Therefore, impacts from fault rupture are not expected to occur within the project site, and impacts would be less than significant.

ii. Strong seismic ground shaking?

Less than Significant Impact. The project site, like most of Southern California, could be subject to such seismic events as strong ground shaking, which could potentially expose people and structures to substantially adverse effects. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, distance to the epicenter, magnitude of the earthquake, and site-specific geologic conditions. Major faults in the region could be a source of a strong seismic-related movement at the project site. According to the Geotechnical Report (Appendix E), although the site is located within Southern California, a seismically active region, no active faults are known to transect the site. The nearest fault to the project site is the Newport-Inglewood Fault approximately 6.5 miles west of the site. Other nearby faults include the Rose Canyon Fault and the Elsinore Fault.

Because of the potential of seismic events to impact structures in the City in particular and Southern California in general, the proposed buildings are required to be constructed in compliance with the seismic safety standards set forth in the 2016 California Building Code (CBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable design standards, as well as design and construction recommendations of the final geotechnical evaluation prepared for the project. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to a less than significant level.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant with Mitigation Incorporated. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. 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 (Appendix E), the geology consists of poorly consolidated, poorly sorted, permeable deposits of sandy, silty, or clay alluvium. The subject property is mapped as Grangeville fine sandy loam. These soils consist of deep, low runoff class soils that formed in alluvium derived from granite toe or base slopes. During drilling performed as part of the geotechnical investigation, groundwater was encountered at

approximately 13 to 15 feet below ground surface. Because of the low blow counts,[1] sandy soil, and shallow groundwater, the Geotechnical Report (Appendix E) found that the site has a high potential for liquefaction-induced settlement. Therefore, impacts in association with liquefaction are potentially significant. Mitigation Measure GEO-1, which includes specific recommendations, would be implemented to reduce impacts to a less than significant level.

iv. Landslides?

Less than Significant Impact. The project site is on and adjacent to relatively level ground and is not within a landslide hazard zone. Therefore, landslides are not considered to be a hazard. Compliance with the CBC, recommendations of the Geotechnical Report (Appendix E), permit application, and inspections would result in a less than significant impact.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Soil erosion may occur during project construction as a result of ground-disturbing activities. According to the Geotechnical Report (Appendix E), extensive grading would need to be done to prepare the site for the proposed development. The contractor would be required to comply with standard engineering practices for erosion control, and a qualified soils engineer would monitor soil compaction during construction. Further, the construction contractor would be required to implement standard dust control measures (refer to Section 2.5.3, Air Quality) and construction site stormwater runoff control measures (refer to Section 2.5.10, Hydrology and Water Quality). Conformance with such standards would reduce the potential for substantial soil erosion or the loss of topsoil from the site during the grading and construction phase. Once construction is complete, exposed soil materials would be covered (e.g., developed and/or landscaped), and there would be limited potential for erosion or siltation to occur. Therefore, impacts would be less than significant.

c. Would the project 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 with Mitigation Incorporated. The site is situated within the Peninsular Range physiographic province of California. The geology of the area is alluvial floodplain deposits of Holocene and Late Pleistocene age, consisting of poorly consolidated, poorly sorted, permeable deposits of sandy, silty, or clay alluvium. As mentioned previously, the subject property is mapped as Grangeville fine sandy loam. According to the Geotechnical Report (Appendix E), the site likely contains old fills. However, given the uniform nature of the sand material, it is difficult to classify the native–fill soil boundary in the borings. Due to the loose sandy nature of the soil and the relatively shallow depth to groundwater, the site has the potential to result in significant impacts associated with

[1] A blow count is a standard penetration test for measuring soil properties. The more blows, the harder the soil. Loose or soft soils have a much smaller blow count.

lateral spreading, subsidence, liquefaction, or collapse. However, compliance with the CBC and Mitigation Measure GEO-1 would mitigate impacts to a less than significant level.

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

Less than Significant Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink when dry. As discussed previously, soils observed on site were primarily sandy deposits, which typically exhibit low expansion potential. Further, the proposed residential structures are required to be constructed in compliance with the building standards set forth in the CBC and the recommendations set forth in the Geotechnical Report (Appendix E). Therefore, impacts to expansive soils would be less than significant.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would tie into existing sewers, avoiding the need to use septic tanks or alternative wastewater disposal systems. As a result, no impacts would occur from proposed project development.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

Given the disturbance associated with the site, the likelihood for undiscovered paleontological resources is considered remote. However, in the event that paleontological resources are identified during project ground-disturbing activities, Mitigation Measure GEO-2 would reduce impacts to a less than significant level.

Mitigation Measures

GEO-1. Geotechnical Recommendations. Prior to the issuance of a grading permit, the City Engineer shall verify that the project applicant has incorporated the following applicable recommendations contained in the Geotechnical Report prepared by Partner Engineering and Science, Inc. in March 2018. The geotechnical recommendations are summarized as follows:

- Excavation:
  - Based on soil encountered in borings, excavations shall be made using conventional construction equipment in good working condition.
  - Excavations shall be sloped or shored per Occupational Safety and Health Administration requirements to avoid caving the loose fill and native sand soils.

- A specifically designed excavation shall be needed to establish the tank concrete pads for the proposed gas station. Such a system shall consist of shoring or slot-cutting and dewatering methods, or if site geometry allows, the cut slopes shall be laid back or stepped. The design of this system shall be performed by the contractor performing the work.

- Foundations:
  - Given the high liquefaction potential for the site, mat foundations shall be planned. Alternatively, deep foundations or ground improvement could be an option. Additional soil borings to further quantify the amount of liquefaction settlement are recommended. Shallow foundations shall be supported on a layer of compacted aggregate base material or select engineered fill that extends to competent native material. The layer of fill shall extend laterally beyond the foundation limits a distance equal to the layer thickness.
- On-grade construction:
  - Grass, roots, and other plant materials shall be removed from structural areas of the site. In building and pavement new fill areas, the cleaned subgrade shall be proofrolled and evaluated by the engineer with a loaded water truck (4,000 gallons) or equivalent rubber-tired equipment. Soft or unstable areas shall be repaired per the direction of the engineer. The existing grade shall then be scarified, moisture conditioned, and compacted in place prior to the placement of new fill.
- Soil reuse:
  - Non-expansive structural fill that is free of deleterious materials shall be used for import on site. It shall be properly moisture conditioned and compacted to 95 percent of the modified proctor (ASTM D 1557).
- Concrete:
  - Concrete shall be corrosion resistant using Type II/V Portland cement and fly ash mixtures of 25 percent cement replacement.
- Site stormwater:
  - Surface drainage and landscaping design shall be carefully planned to protect the new structures from erosion/undermining and to maintain the site earthwork and structure subgrades in a relatively consistent moisture condition. Water shall not flow toward or pond near to new structures, and high water demand plants shall not be planned near to structures.

Timing/Implementation: Prior to the issuance of a grading permit

Enforcement/Monitoring: City of Oceanside Development Services and Public Works Departments

GEO-2. If paleontological resources are encountered during grading or construction activities related to the proposed project, work in the area of the find shall cease. The contractor shall notify the City of Oceanside, and a qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Oceanside.

Timing/Implementation: During project ground-disturbing activities

Enforcement/Monitoring: City of Oceanside Planning Department

2.5.8 Greenhouse Gas Emissions

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

Impact Analysis

The following discussion is based on the Oceanside East Shopping Center Project Air Quality and Greenhouse Gas Study (AQ and GHG Study) prepared by Rincon (Appendix B) for the proposed project.

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant with Mitigation Incorporated.

Construction GHG Emissions

Construction of the project would generate temporary GHG emissions as a result of operation of construction equipment on site, vehicles transporting construction workers to and from the project site, and heavy trucks importing earth materials on site. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Emissions associated with the construction period were estimated using the CalEEMod, version 2016.3.2, based on the projected maximum amount of equipment that would be used on site at any given time during construction activities. For modeling purposes, durations for each phase of construction were estimated. Based on the durations associated with each phase of construction, project construction is anticipated to last approximately 11 months. However, because some phases of construction may overlap, there is a potential for construction to be completed sooner. In addition, approximately 20,000 cubic yards of fill material would be imported for the proposed project. Proposed construction phases and associated durations include the following:

- Grading (2 months)
- Building construction (6 months)
- Architectural coating (2 months)
- Paving (2 months)

As shown in Table 5, construction activity for the project would generate approximately 265 metric tons of carbon dioxide equivalent ($MTCO_2e$). When amortized over a 30-year period, construction of the project would generate approximately 9 MTCO2e per year.

Operational Greenhouse Gas Emissions

GHG emissions associated with the project operation were calculated using CalEEMod, version 2016.3.2, which include carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4). Emission sources from operation of the project include area sources, energy (electricity and natural gas), solid waste, water use, and motor vehicles.

According to the AQ and GHG Study (Appendix B), emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod and with standard emission rates from CARB, the U.S. Environmental Protection Agency, and district supplied emissions factor values. Emissions from waste generation were also calculated in CalEEMod and based on the Intergovernmental Panel on Climate Change's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste. Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery. Emissions from water and wastewater use calculated in CalEEMod were based on the default electricity intensity from the California Energy Commission's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Southern California.

For mobile sources, CO_2 and CH_4 emissions from vehicle trips to and from the project site were quantified using CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol direct emissions factors for mobile combustion. Trip rates in CalEEMod were adjusted based on trip generation numbers from the TIS completed for the proposed project (Appendix A). These trip rates were used to derive total annual mileage in CalEEMod. Emission rates for N_2O emissions were based on vehicle mix output generated by CalEEMod and the emissions factors found in the California Climate Action Registry General Reporting Protocol.

Table 5 combines the amortized construction emissions with the operational and mobile GHG emissions associated with the project. The annual emissions would total approximately 2,758 $MTCO_2e$. These emissions exceed the California Air Pollution Control Officers Association (CAPCOA) threshold of 900 $MTCO_2e$ per year. Since GHG emissions would exceed CAPCOA's threshold, the project could generate an increase in GHG emissions that would conflict with AB 32 and Senate Bill 32 and result in a significant impact.

Table 5. Estimated Project-Related Greenhouse Gas Emissions

Emissions Sources	Project Emissions ($MTCO_2e$/year)
Construction	
Construction	8.8
Construction Total	***8.8***
Operational	
Area	<0.1
Energy	240.4
Solid Waste	61.2
Water	23.4
Operational Total	***325***
Mobile	
CO_2 and CH_4	2,366.8
N_2O	57.7
Mobile Total	***2,424.5***
Total Emissions for All Source Types (Construction, Operational, Mobile)	**2,758.3**
CAPCOA's Threshold	900
Threshold Exceeded?	**Yes**

Source: Appendix B.

Note: CAPCOA = California Air Pollution Control Officers Association; CH_4 = methane; CO_2 = carbon dioxide; $MTCO_2e$ = metric tons of carbon dioxide equivalent; N_2O = nitrous oxide

Calculations were made in CalEEMod. Values have been rounded to the nearest tenth.

Based on CAPCOA's target threshold of 900 $MTCO_2e$ per year, the project would need to reduce its annual emissions by 1,858 $MTCO_2e$, or 67 percent. As shown in Table 5, 88 percent of the project's GHG emissions, or 2,424 $MTCO_2e$, would result from vehicle trips generated by the project. Mitigation Measure GHG-1, a GHG reduction plan, would be implemented to reduce impacts associated with GHG emissions to a less than significant level. The recommendations outlined in Mitigation Measure GHG-1 could feasibly reduce GHG-related impacts to closer meet the 900 $MTCO_2e$ threshold.

The GHG reduction plan could include a mix of options, such as providing renewable energy production like solar panels on site to meet 80 percent of energy needs and reducing solid waste disposal by 75 percent, and would reduce the project's GHG emissions by 238 $MTCO_2e$ per year. However, the remaining 1,620 $MTCO_2e$ per year needed to meet the 900 $MTCO_2e$ per year threshold would require the purchase of carbon credits. Mitigation Measure GHG-2, Carbon Offset Purchase, would be implemented to further reduce GHG emissions to a less than significant level.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant with Mitigation Incorporated. The plans, policies, or regulations adopted for the purpose of reducing GHG emissions that are applicable to the proposed project include the City's interim guidance and Climate Action Plan and the Oceanside General Plan.

City of Oceanside Climate Action Plan and Thresholds of Significance

The City is currently working on a draft Climate Action Plan. In the interim, the City has provided a memorandum outlining their approach to analyzing GHG emissions resulting from new development. In this memorandum, the City suggests using screening thresholds published by CAPCOA to determine the need for additional analyses and mitigation for GHG-related impacts under CEQA, which suggest projects producing less than 900 $MTCO_2e$ per year would be considered less than significant. The City requires that GHG emissions impacts for new development projects exceeding the state-prescribed 900 $MTCO_2e$ per year threshold be assessed using the per service population methodology, which establishes a threshold of 4 $MTCO_2e$ per year per service population for projects scheduled to be fully implemented by 2020. GHG emissions from the proposed project would surpass the 900 $MTCO_2e$ per year threshold; therefore, Mitigation Measures GHG-1 and GHG-2 would be implemented to reduce impacts to less than significant.

Oceanside General Plan

The Circulation Element of the Oceanside General Plan contains several policies related to GHG emissions reduction for new development. It includes smart growth and land use planning principles designed to reduce vehicle miles traveled, which would result in a reduction in GHG emissions. Table 6 provides a qualitative assessment of the proposed project using the Oceanside General Plan policies and demonstrates how the project would be consistent with the GHG emissions reduction policies contained in the Oceanside General Plan.

Table 6. Project Consistency with Oceanside General Plan Policies

General Plan Consistency	Project Consistency
Circulation Element	
Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact on the environment.	**Not Applicable.** This goal is intended for the City's transportation network and does not apply to the proposed project.
Goal 2: Alternative modes of transportation to reduce the dependence on the automobile.	**Inconsistent.** Although this goal is intended for the City's transportation network and does not apply to the proposed project, the project includes two drive-through restaurants, a car wash, and a gas station, the uses of which involve automobiles. However, the project would also provide access to alternative modes of transportation, such as future installation of a zero-emission vehicle charging station and being located immediately adjacent to two transit bus stops. These project features would help reduce the dependence on automobiles that the previously mentioned land uses are normally associated with.
Goal 3: Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	**Not Applicable.** This goal is intended for the City's transportation network and does not apply to the proposed project.
Environmental Resource Management Element	
Air Quality Policy 1: The City shall cooperate with the San Diego County Air Pollution Control Board, and participate in the Regional Air Quality Control Strategy.	**Consistent.** This policy is intended for the City. However, the project would comply with SDAPCD rules and policies and state and regional GHG reduction goals with the implementation of the recommended measures previously mentioned.
Air Quality Implementation Program 1: The City will continue to cooperate with the San Diego County Air Pollution Control Board. This will include participation in the development of the Regional Air Quality Strategy (RAQS) through cooperation with the San Diego County Air Quality Planning Team.	**Consistent.** This policy is intended for the City. However, the project would comply with SDAPCD rules and policies and state and regional GHG reduction goals with the implementation of the recommended measures previously mentioned.

Notes: City = City of Oceanside; GHG = greenhouse gas; SDAPCD = San Diego Air Pollution Control District

As shown in Table 6, the project would be consistent with the measures of the local plan, policy, or regulation adopted for the purposed of reducing GHG emissions except for Goal 2, which focuses on encouraging alternative modes of transportation. The project emissions would also exceed the City's emissions thresholds for compliance. Implementation of Mitigation Measures GHG-1 and GHG-2 would reduce GHG emissions to avoid exceeding CAPCOA's project-specific threshold. The reduction of GHG emissions resulting from the implementation of the mitigation measures would ensure the project's consistency with applicable GHG emission reduction targets and policies.

Mitigation Measures

GHG-1. GHG Reduction Plan. Prior to permit issuance, the project developer shall prepare and implement a project greenhouse gas reduction plan to reduce annual greenhouse gas emissions by a minimum of 1,858 metric tons of carbon dioxide equivalent per year over the operational lifetime of the project. The greenhouse gas reduction plan shall be reviewed and approved by the City of Oceanside in coordination with the San Diego Air Pollution

Control District prior to the issuance of grading permits. The plan shall be implemented on site by the project applicant and shall include but not be limited to the following:

On-Site Emission Reduction Measures

- Installing energy-efficient equipment, appliances, and heating and cooling exceeding California Green Building Code standards
- Installing renewable energy sources
- Implementing energy-efficient building design exceeding California Building Code requirements
- Installing green roofs
- Promoting water conservation and recycling, such as through the use of irrigation controllers
- Purchasing carbon offsets through an accredited program

Mobile Source Emission Reduction Measures

- Promoting alternative fuel vehicles, such as by providing additional electric vehicle charging infrastructure and designating parking spaces for zero-emission vehicles or hybrid vehicles
- Providing incentives and outreach for future tenants to promote employee ridesharing and transit use

Timing/Implementation: Prior to permit issuance

Enforcement/Monitoring: City of Oceanside Development Services and Public Works Departments and San Diego Air Pollution Control District

GHG-2. Carbon Offset Purchase. If greenhouse gas emissions cannot be reduced to 900 metric tons of carbon dioxide equivalent per year through compliance with such a plan, the project applicant shall purchase carbon offsets prior to grading permit approval. Carbon offsets shall be purchased from a validated source to offset annual greenhouse gas emissions or to offset one-time carbon stock greenhouse gas emissions. Validated sources are carbon offset sources that follow approved protocols and use third-party verification. At this time, appropriate offset providers include only those that have been validated using the protocols of the Climate Action Registry, the Gold Standard, or the Clean Development Mechanism of the Kyoto Protocol.

Timing/Implementation: Prior to permit issuance

Enforcement/Monitoring: City of Oceanside Development Services and Public Works Departments

2.5.9 Hazards and Hazardous Materials

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

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***AND***

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Project construction would involve limited use of toxic or hazardous substances that are typical for construction-related activities (e.g., oil, fuel for vehicles and construction equipment, hydraulic fluids, solvents). Nevertheless, there is the possibility of accidental release (e.g., spilling of hydraulic fluid or diesel fuel from construction equipment maintenance). Such incidents are expected to involve small volumes and low concentrations, and the contractor is required to employ standard cleanup and safety procedures to minimize the potential for public exposure from accidental releases of such substances into the environment.

During project operations, limited amounts of toxic or hazardous substances are also expected to be used for routine maintenance that are typical of commercial land uses (e.g., paints, cleaning

products, hydraulic fluid or diesel fuel, pesticides/herbicides in landscaping); however, the use of substantial amounts of such substances are not anticipated. The level of risk associated with the accidental release of any such hazardous substances is not considered significant due to the anticipated small volume and/or low concentration of hazardous materials. Use of these substances is expected to be in compliance with applicable federal, state, and local regulations pertaining to the handling, storage, and disposal of toxic and/or hazardous substances to protect human health and safety and to maintain a low risk of exposure to the general public relative to accidental releases of such substances. With implementation of these standard requirements, potential exposures of people or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of such materials into the environment would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school to the project site is San Luis Rey Elementary School, located approximately 0.9 mile east of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur.

d. Would the project 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?

Less than Significant Impact. A Phase I Environmental Site Assessment was prepared for the project site by Partner Engineering and Science, Inc. (Appendix F). The assessment revealed no evidence of recognized environmental conditions or environmental issues in connection with the project site. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Marine Corps Air Station Camp Pendleton is approximately 8 miles north of the project site and the McClellan-Palomar Airport, operated by the County, is approximately 14 miles south in the City of Carlsbad. No private airstrips are located in the vicinity of the project site.

The closest airport to the project site is Oceanside Municipal Airport, approximately 400 feet northwest. According to the Oceanside Municipal Airport Land Use Compatibility Plan (ALUCP) (SDCRAA 2010), the project site is located within the Oceanside Municipal Airport Influence Area. According to the ALUCP, the project site lies within Review Area 1 and is subject to airspace protection, notification of overflight, and limits to height of structures. As shown on Figure 5,

Oceanside Municipal ALUCP, most of the project site is located in Safety Zone 3 within the ALUCP. The fuel canopy and part of the car wash falls within Safety Zone 2. According to the safety compatibility criteria in the ALUCP, small eating and drinking establishments in free-standing buildings (with the capacity of less than 50 people) and midsize eating and drinking establishments in free-standing buildings (with the capacity of 50 to 299 people) are conditionally compatible in Safety Zones 2 and 3 if the conditions in Table III-2 in the ALUCP are met. Similarly, retail stores (standalone buildings that are less than 25,000 square feet) and office buildings are conditionally compatible in Safety Zones 2 and 3 providing they meet the conditions in Table III-2 in the ALUCP. Further, the maximum acceptable intensities within Safety Zones 2 and 3 are 60 and 100 people per acre, respectively. Auto repair services, gas stations, and repair garages are compatible use within Safety Zones 2 and 3. Table III-2 in the ALUCP includes compatibility criteria for projects that fall into Safety Zones 1 through 6 based on the land use types. The requirements in the ALUCP relevant to the project site have been reviewed and verified by the City's Planning Department. Additionally, the project has been routed to the San Diego County Regional Airport Authority (Authority), which serves as the Airport Land Use Commission (ALUC) for San Diego County, for their review to verify that it is compatible with the requirements for Safety Zones 2 and 3. Though the Airport Authority review of the project is concurrent with the public review period of this IS/MND, any project design comments received from the Airport Authority would be incorporated into the project design prior to project approval. As such, the project meets the requirements for Safety Zones 2 and 3 (SDCRAA 2010).

Additionally, the project site is located within the Federal Aviation Administration's (FAA) notification boundary of height limitation. According to the ALUCP, the FAA must be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 500 feet outward and 1 foot upward (slope of 50 to 1) from the runway elevation, and the project would be required to notify the FAA for construction of structures that are more than 200 feet above ground level (SDCRAA 2010). The project is currently under review by the FAA to determine if the project is compliant with development located within the FAA notification boundary of height limitation. Regardless of what the final FAA determination is, the project would not exceed the height limit and slope limit allowed by the FAA. Additionally, the City's Planning Department would ensure that any requirements or restrictions placed on the project by the FAA would be incorporated into project design and included in the Mitigation Monitoring and Reporting Program (MMRP)/final IS/MND as a condition of project approval. As such, the proposed project would not expose workers or patrons to hazards associated with airports. Impacts would be less than significant.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City implements its Emergency Plan, which addresses evacuation situations in the event of an emergency. The City's approach to emergency planning has been comprehensive (i.e.,

planned for and prepared to respond to all hazards—natural disasters, human-made, and war-related emergencies—using the Standard Emergency Management System and the National Incident Management System). The plan delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The City's Fire Department is charged with developing and maintaining the City's Emergency Plan.

The project is proposing to construct two access driveways: a right-in driveway on Foussat Road on the eastern side of the site and a right-in right-out driveway on the southern side of the site. Access to the project site would also be available on the western side through Via de la Valle. Internally, 24-foot-wide drive aisles in the surface parking area would allow adequate on-site circulation.

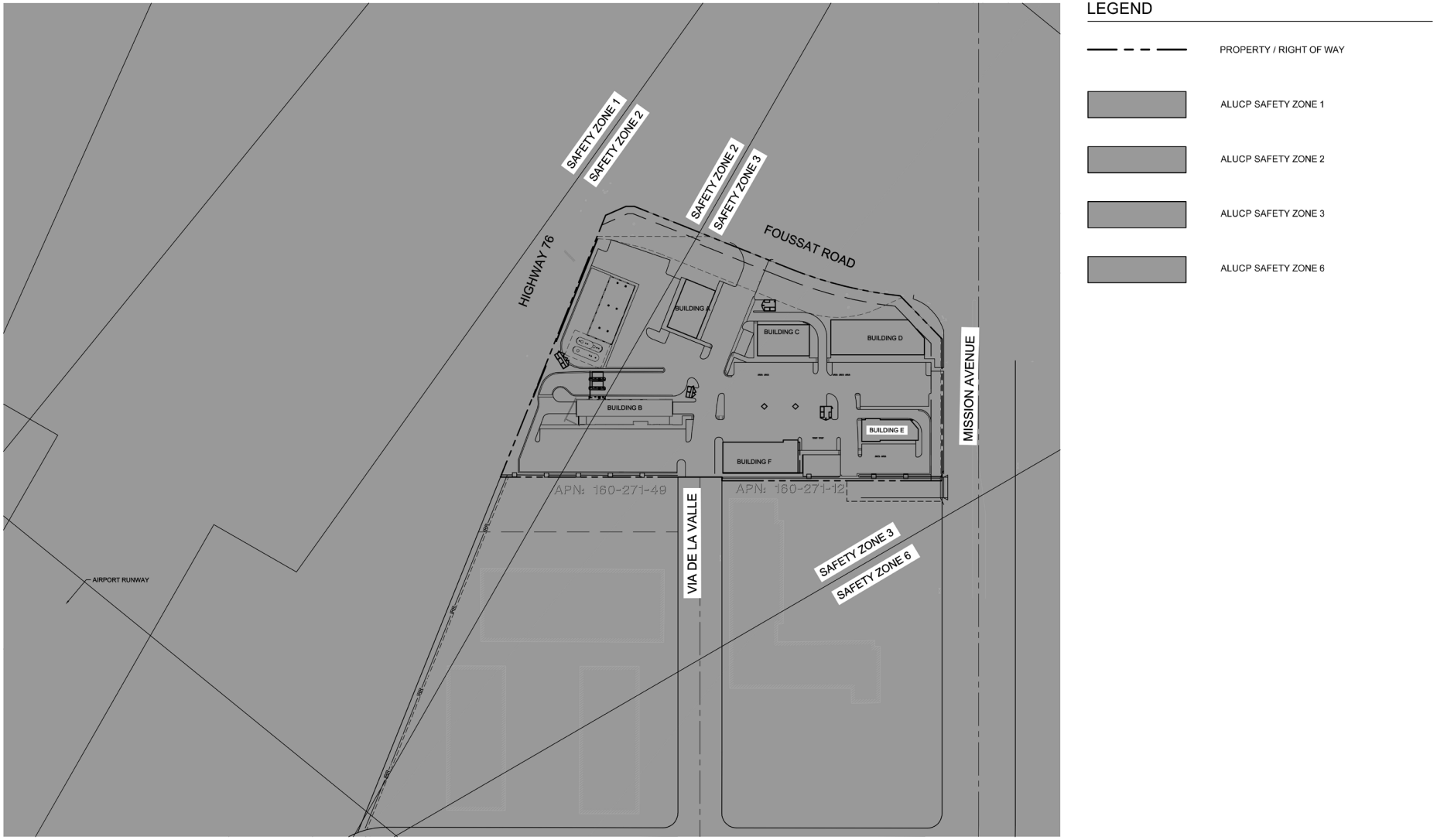
The project does not propose any hazardous land uses or off-site improvements that would create elements or conditions that may potentially impair implementation of or physically interfere with the adopted emergency response plan. No impact would occur.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is in a highly urbanized area in the City. The Oceanside General Plan Public Safety Element (City of Oceanside 2002) indicates that brush fire hazards in the City exist to some degree throughout the City; however, the risk is considered to be "high" only in areas near residential development. Figure PS-5, Natural Fire Hazards, of the Oceanside General Plan Public Safety Element does not identify the project site as having any potential risk for wildfire to occur. Additionally, the California Department of Forestry and Fire Protection does not identify the project site as being in an area subject to a high degree of risk for wildfire (CAL FIRE 2007, 2009). Due to on-site and surrounding area conditions, the potential for the project to expose people or structures to a significant risk of loss, injury, or death involving wildland fires is considered low. No impact would occur.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required. However, the FAA and ALUC are currently reviewing the project for consistency. Any revisions to the project design, pending FAA and ALUC determination and prior to project approval, would be included in the MMRP/final IS/MND pursuant to the CEQA Guidelines, Section 15073.5(c).



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Source: 2018 Kimley-Horn and Associates, Inc.

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Figure 5
Oceanside Municipal ALUCP

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2.5.10 Hydrology/Water Quality

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

Impact Analysis

The following discussion is based on the Oceanside Preliminary Drainage Report (Drainage Report) prepared by Kimley-Horn for the proposed project (Appendix G). The Drainage Report is in compliance with the County's Hydrology Manual/Standards and with the RWQCB Order No. R9-2013-0001, CAS01209266.

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. Stormwater runoff (both dry and wet weather) generally discharges into storm drains and flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of BMPs), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic,

and atmospheric deposition. Major pollutants typically found in runoff include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. The majority of stormwater discharges are considered nonpoint sources and are regulated by a National Pollutant Discharge Elimination System (NPDES) Municipal General Permit or Construction General Permit.

Construction Impacts

Construction grading, excavation, and other construction activities associated with the project could impact water quality due to sheet erosion resulting from exposed soils and subsequent deposition of particles and pollutants in drainage areas. Construction has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides/herbicides, toxic chemicals, oils and fuels, lubricants, and solvents. Additionally, waste materials such as wash water, paints, wood, paper, concrete, food containers, and sanitary wastes may be transported from the project site to nearby drainages, watersheds, and groundwater in stormwater runoff, wash water, and dust control water. The significance of these water quality impacts would vary depending on the level of construction activity, weather conditions, soil conditions, and increased sedimentation of drainage systems in the area.

Construction controls to minimize water quality impacts are not necessarily the same measures used for long-term water quality management, as construction-related water quality control measures are temporary in nature and specific to the type of construction. Development would be subject to compliance with NPDES permit requirements and Chapter 40, Urban Runoff and Discharge Control, of the City's Municipal Code, which regulates the management of urban runoff and stormwater. The purpose of Chapter 40 of the City's Municipal Code is to effectively protect water resources and to improve water quality and use of management practices to reduce the adverse effects of polluted runoff discharges on waters of the state, to secure benefits from the use of stormwater as a resource, and to ensure the City is compliant with applicable state and federal law.

Prior to project grading or construction, preparation of a stormwater pollution prevention plan (SWPPP) would be required. The SWPPP would include a series of specific BMPs to be implemented during construction in order to address erosion, accidental spills, and the quality of stormwater runoff. In addition, construction sites with 1 acre or greater of soil disturbance or less than 1 acre but part of a greater common plan of development are required to apply for coverage of discharges under the General Construction Permit. As part of project compliance, a Notice of Intent would need to be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the General Permit. Additionally, the project is required to demonstrate compliance with post-construction standards focusing on low-impact development.

Operational Impacts

The project would have the potential to result in long-term effects on runoff once development is complete. Runoff from disturbed areas would likely contain silt and debris, resulting in a long-term increase in the sediment load of the storm drain system serving the City. Substances such as oils, fuels, paints, and solvents may also be transported to nearby drainages, watersheds, and groundwater in stormwater runoff and wash water. The significance of the effect on water quality would vary depending on weather conditions (e.g., amount of rainfall), soil type and characteristics, and increased sedimentation of drainage systems that may affect or restrict stormwater flows in the area. In addition, the project applicant would be required to demonstrate compliance with state requirements for long-term inspection, operation, and maintenance of permanent BMPs through the implementation of an Operation and Maintenance Plan to control stormwater quality.

The City's Engineering (stormwater staff) and Planning Departments will verify project conformance with the SWPPP and that BMPs are incorporated into project design during the permitting phase of the project. Conformance with the SWPPP and implementation of BMPs into project design, as well as compliance with applicable local, state, and federal water quality regulations, in combination with local design standards, would reduce potential water quality impacts during construction and operation to less than significant levels.

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

No Impact. The project site is not in a designated groundwater recharge area. The project site is in an urbanized area and would be served by the City's public water system. The increase of impervious surfaces on site with project implementation compared to existing conditions is not anticipated to be substantial relative to groundwater recharge in the area.

No water features (e.g., streams or creeks) that serve the purpose of groundwater recharge for the area are in the immediate vicinity of the project site. Thus, the proposed project would not interfere substantially with groundwater recharge in the area. For the reasons stated previously, the project would have no impact on groundwater recharge.

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

i. Result in substantial erosion or siltation on- or off-site? *AND*

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. Though the project site is largely pervious and undeveloped, according to the Drainage Report (Appendix G), stormwater runoff from surrounding off-site areas does not enter the project site. This is because the project site is bounded on three sides by roads and parking with curb and gutter and on the fourth side by vegetation. Water sheet flows across the proposed site toward the northern corner. An existing stormwater conveyance captures the runoff and outfalls into an existing underground box culvert. The box culvert provides conveyance of the water underneath SR-76 and outlets into an open channel on the northern side of SR-76. The open channel discharges directly into the San Luis Rey River. A small area near the northwestern side of the property has a cross slope and flows away from the rest of the site toward the existing development along the southwestern side of the property.

The existing hydrology would be modified to account for new elevations for the proposed buildings and associated hardscaping. The project site is favorable for infiltration, and underground infiltration areas would be constructed to meet water quality and hydromodification requirements. The proposed underground infiltration areas would treat runoff from the majority of the project site. Landscape areas required along the southeastern and northeastern sides of the project to satisfy existing easements, and City setback requirements would be self-mitigating areas and not require BMP control. Catch basins throughout the project site would capture stormwater, including water discharged at the surface from roof drains. Stormwater would be directed to the underground infiltration areas to be retained and infiltrated through a Stormtech 4500 system. The system has been designed to capture 100 percent of stormwater with zero discharge for any storm event up to a 100-year event. To provide an additional factor of safety, the system was designed for "instantaneous" volume to ensure adequate retention for any event up to a 100-year storm. The factored infiltration rate of 1.4 inches per hour was used to determine the required draw down time for each of the four proposed basins through the City's Worksheet B.4-1. Therefore, as designed, the four basins adequately drawn down within 36 hours as required by the City's standards. As such, impacts are less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *AND*

iv. Impede or redirect flood flows?

Less than Significant Impact. There are no existing storm drain features on site. The project has been designed to capture 100 percent of stormwater with zero discharge for any storm event up to a 100-year event. Proposed improvements would ensure that stormwater flows are properly maintained and treated on site so that runoff volumes and velocities do not exceed that which currently occur under existing conditions. Further, as described in Section 2.5.9(a), the project would be subject to NPDES requirements and other local, state, and federal regulations pertaining to maintaining water quality and minimizing potential adverse effects on downstream water bodies. Therefore, stormwater runoff from the site would not provide substantial additional sources

of polluted runoff, and the project would not impeded or redirect flood flows. As such, impacts would be less than significant.

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

Less than Significant Impact. The Federal Emergency Management Agency (2012) has mapped the entire project site with zone A99 (Flood Insurance Rate Map Panel 06073C0753H). Areas within zone A99 are subject to inundation by 1 percent annual chance (100-year) flood event but would be ultimately protected upon completion of an under-construction federal flood protection system, such as dams, levees, or dikes. The project site is protected by the San Luis Rey River levee.

According to Figure PS-10, Inundation Map for Henshaw Dam, of the Oceanside General Plan Public Safety Element (City of Oceanside 2002), the site is not located in an inundation zone. Therefore, the significant risk of loss, injury, or death involving flooding is minimal. If a flooding event occurred, occupants of the project site would follow existing evacuation procedures, as under present conditions, or other hazard mitigation plans in effect at the time to minimize or avoid potential risks to public safety. Therefore, the project would not 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.

The project site is located approximately 3.4 miles east of the Pacific Ocean. According to the California Geological Survey (2009), the project site is not located in a tsunami inundation zone. The project site would be graded to a flat surface, and lands surrounding the site are generally flat. No hillsides that would be potentially subject to mudslide events are present in the vicinity. Additionally, no large bodies of water such as lakes or reservoirs are located within a 5-mile radius of the site. Therefore, the project is not subject to inundation due to flood hazards, tsunami, or seiche zones. As such, impacts would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. According to the San Diego Region Basin Plan (Basin Plan), the project site is in the San Luis Rey watershed. The San Luis Rey watershed includes three main hydrologic areas: Lower San Luis, Monserate, and Warner Valley. The major stream is the San Luis Rey River that originates in the Palomar and Hot Springs Mountains and ultimately discharges into the Pacific Ocean toward the City's northern boundary. The project site drains entirely into the lower San Luis Rey River, which is located entirely in the City, and then ultimately in the Pacific Ocean shoreline. The lower San Luis Rey River is included on the Clean Water Act, Section 303(d), list as impaired by chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, Total Nitrogen as N, and Toxicity. The designated beneficial uses for the San Luis Rey River include municipal; agriculture; recreation; warm freshwater habitat; wildlife

habitat; and, rare, threatened, or endangered species. Construction and operation activities associated with the proposed project could result in an increase in potential discharge of pollutants to receiving waters, including waters designated as impaired. Additionally, hydromodification could increase stormwater runoff and intensify erosion and the transport of sediment and other pollutants. Land use changes may also introduce new types of pollutants in stormwater runoff. The project site is in the San Luis Rey Valley Groundwater Basin. However, this basin is not an adjudicated basin and is not a part of a Groundwater Sustainability Agency (DWR 2019). Therefore, there is no sustainable groundwater management plan prepared for the project site.

Construction Impacts

Construction activities associated with the proposed project would involve various types of equipment such as bulldozers, scrapers, backhoes, and other earth-moving equipment; dump trucks; cranes; trucks; concrete mixers; and generators. Pollutants associated with these construction activities that could result in water quality impacts include soils, debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. Due to the extent of construction anticipated under the proposed project, implementation could result in significant short-term impacts to water quality impacts from uncontrolled sediment and pollutants in stormwater runoff that could conflict with the policies of the Basin Plan. However, as previous discussed, construction projects that disturb more than 1 acre would be required to comply with General Construction Storm Water Permit requirements, including the development and implementation of a SWPPP. The SWPPP must identify BMPs that the discharger would use to protect stormwater runoff from pollutants and the placement of those BMPs. Therefore, with the implementation of policies and regulatory requirements, which include the implementation of construction-period BMPs to address potential discharges of pollutants to stormwater, any short-term water quality impacts during construction of the proposed project would be minimized and would not cause a conflict with or obstruct implementation of the San Diego Basin Plan. Therefore, potential impacts would be less than significant.

Operational Impacts

Implementation of the proposed project would result in land use changes that would have the potential to generate pollutants that could degrade the surface water quality of downstream receiving waters. Pollution sources for the proposed project would include landscaping, rooftops, parking, and trash storage areas. In addition, implementation of the proposed project could also result in more routine operation and maintenance activities, increasing instances of accidental spills and non-stormwater discharges to storm drains and non-stormwater connections (e.g., sewer connections) that could result in the potential discharge of pollutants to storm drainage systems and associated receiving waters. Therefore, operation of the proposed project could result in

significant long-term water quality impacts from uncontrolled pollutants in stormwater runoff that could conflict with the policies of the Basin Plan.

However, as previously discussed, the proposed project requires the implementation of construction and operation BMPs that include low-impact development measures to reduce runoff or pollutants at the source. Therefore, with the implementation of appropriate BMPs and compliance with Chapter 40 of the City's Municipal Code and applicable state requirements, project impacts would be minimized and would not conflict with or obstruct implementation of the Basin Plan. As such, impacts are considered less than significant.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.11 Land Use and Planning

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

Impact Analysis

a. Would the project physically divide an established community?

No Impact. The project would be constructed on disturbed land in an urbanized area in the City. The construction of new roadways or pathways to serve the project site would not be not required, and the project would not result in the construction of any significant walls or other obstructions that would have the potential to restrict or redirect vehicular or pedestrian or bicycle circulation or access in the area. The proposed improvements would occur on site with minor disturbance along Foussat Road and Via de la Valle for the provision of access. Therefore, the project would not physically divide an established community. No impact would occur.

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

No Impact. The Oceanside General Plan Land Use Element designates the northern half of the project site as Light Industrial (LI) and the southern half as General Commercial (GC); the northern half of the site is zoned Limited Industrial (IL), and the southern half is zoned General Commercial (CG). No changes to the existing land use designation or zoning are required or proposed with the project. Additionally, the proposed project would not conflict with the intended use of the property or with surrounding land uses. The site is not located within the boundaries of a specific plan or affected by an overlay zone intended for environmental protection. Additionally, the site is not located in the coastal zone. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. No impact would occur.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Analysis

a. Would the project 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 Oceanside General Plan Environmental Resource Management Element (City of Oceanside 2002), there are two major areas of mineral deposits in the City. These areas offer silica sand and construction-quality and non-construction-quality (e.g., beach and landfill sand) sand deposits. Figure ERM-5, Sand Deposits, in the Environmental Resource Management Element (City of Oceanside 2002) does not indicate any such deposits on the project site. Additionally, as mapped by the California Department of Conservation, the site is located in Mineral Zone MRZ-3, which indicates areas of undetermined mineral resource significance (DOC 2010). Therefore, the potential for mineral resources to occur on site is considered to be low. The project would not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state. Additionally, the Oceanside General Plan and Zoning Ordinance would not permit any mineral extraction on or in the vicinity of the project site. Therefore, the project would have no impact.

b. Would the project 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 Section 2.5.11(a). The project site is not delineated as a locally important mineral resource recovery site. Therefore, the project would not 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 would occur.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip 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?	☐	☐	☒	☐

Impact Analysis

The following discussion is based on the Oceanside East Shopping Center Project Noise Study (Noise Study) prepared by Rincon for the proposed project (Appendix H).

a. Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation Incorporated.

Existing Conditions

The primary off-site noise sources in the vicinity of the project site are motor vehicles (e.g., automobiles, buses, and trucks) on SR-76 along the northern boundary of the project site and on Mission Avenue along the southern boundary of the project site. Ambient noise levels would be expected to be highest during the morning and afternoon rush hour unless congestion slows speeds substantially.

To determine existing ambient noise levels at the project site, three 15-minute sound measurements were taken using an ANSI Type II integrating sound level meter on March 26, 2018 (Appendix H). The measurements were taken on a weekday during PM peak traffic hours to represent maximum noise levels in the area. Consideration was given to site-specific characteristics at each location, and the sound level meter was placed away from walls and topographic features. Sound measurement 1 was taken in the center of the project site to determine existing ambient noise levels at the project site. Sound measurement 2 was taken adjacent to the single-family homes along Mission Avenue to determine existing noise levels at the nearest sensitive receptors. Sound measurement 3 was taken adjacent to nearby multifamily apartments along Mission Avenue, 1,000 feet east of the project site, to determine existing sound levels at an additional sensitive receptor. An additional 15-minute

measurement (sound measurement 4) was taken at Pacific Tire and Wheel located along North Coast Highway in the City to determine typical noise levels generated by an active tire repair shop, which is a potential use on the project site. Table 7 shows the results of the short-term noise monitoring.

Table 7. Project Sound Level Monitoring Results

Measurement Number	Measurement Location	Sample Time	Approximate Distance to Centerline of Roadway (feet)	L_{eq}[15] (dBA)[1]
1	On site	4:20 p.m.–4:35 p.m.	220[2]	57.7
2	Adjacent single-family residences along Mission Avenue	5:23 p.m.–5:38 p.m.	30[3]	66.0[4]
3	Multifamily residences along Mission Avenue	4:49 p.m.–5:04 p.m.	30[5]	56.7
4	Tire repair shop	3:42 p.m.–3:57 p.m.	15[6]	68.3

Source: Appendix H.

Notes: See Appendix H for noise monitoring data and sound measurement location maps.

[1] The equivalent noise level (L_{eq}) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the L_{eq} was over a 15-minute period (L_{eq}[15]).

[2] Distance from the centerline of SR-76.

[3] Distance from the centerline of Mission Avenue.

[4] While sound measurements 2 and 3 were taken along Mission Avenue, sound measurement 2 was significantly higher because 95 additional cars were counted during the measurement. In addition, a motorcycle, a plane, and a bus passed by during sound measurement 2. There were no such occurrences during sound measurement 3.

[5] Distance from the centerline of Mission Avenue.

[6] Distance from the centerline of North Coast Highway.

Construction Noise

Construction of the proposed project would generate temporary noise that would exceed existing ambient noise levels in the vicinity of the project site but would cease upon project completion. Noise impacts associated with construction activity would depend on the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. The proposed construction is expected to occur over approximately 11 months, with project operation scheduled for 2020. According to the Noise Study (Appendix H) construction noise was estimated using the Federal Highway Administration Roadway Construction Noise Model (FHWA 2006). The Roadway Construction Noise Model predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using the Roadway Construction Noise Model, construction noise levels were estimated at a distance of 100 feet, which is the approximate distance to the nearest sound receiving receptor. The Roadway Construction Noise Model provides reference noise levels for standard construction equipment, with an attenuation of 6 A-weighted decibels (dBA) per doubling of distance for stationary equipment and 3 dBA per doubling of distance for mobile equipment. The model does not take into consideration topographic variation or staging locations of construction equipment; therefore, this

analysis represents a conservative evaluation of anticipated construction noise levels. Construction equipment modeling was based on the CalEEMod, version 2016.3.2, equipment defaults by typical construction phase and additional information provided by the project applicant.

Table 8 estimates the typical overall noise level during each phase of construction, assuming the simultaneous operation of multiple pieces of construction equipment. Table 8 also shows the equipment assumed to be used during each construction phase and the maximum and average hourly noise levels (maximum noise level [L_{max}] and equivalent noise level [L_{eq}]) at 100 feet from the source. This distance is representative of the nearest residential sensitive receptors.

Table 8. Construction Noise Levels by Phase

Construction Phase	Equipment	Estimated Noise at 100 Feet dBA L_{max}	Estimated Noise at 100 Feet dBA L_{eq}
Grading	Grader, dozer, tractor	79.0	78.5
Building construction	Crane, forklift, generator, tractor, welder (3)	78.0	77.3
Paving	Cement mixer, paver, paving equipment, roller	83.5	79.5
Architectural coating	Air compressor	71.6	67.7

Source: Appendix H.

Notes: dBA = A-weighted decibel; L_{eq} = equivalent noise level; L_{max} = maximum noise level

As shown previously, operation of equipment during various phases of construction could generate an average hourly sound level ranging from approximately 68 to 80 dBA L_{eq}, and 72 to 84 dBA L_{max} at 100 feet (the distance to the nearest single-family residences). Estimates of construction noise assume the use of construction equipment at the property line when it would typically operate at the center of the site on average, and do not account for the existing sound wall facing Mission Avenue, which would reduce residences' exposure to construction noise at the project site. Therefore, construction noise estimates are conservative.

In addition, unattenuated noise levels would not exceed the Oceanside General Plan Noise Element and Code of Ordinances provisions for construction noise. The Oceanside General Plan Noise Element (City of Oceanside 2002) prohibits construction activities within 500 feet of residential uses and noise levels of 50 dBA or higher between the hours of 8:00 p.m. and 7:00 a.m. The Oceanside General Plan Noise Element (City of Oceanside 2002) also restricts the operation of any construction equipment that produces a noise level of 85 dBA at 100 feet from the source and limits any construction activities that increases the ambient noise level by 5 dBA or more from occurring between 6:00 p.m. and 7:00 a.m., which the proposed project construction would comply with. Because the nearest sensitive receptors are approximately 100 feet away, the Noise Study (Appendix H) recommends certain construction

measures be put forth as a precaution. The implementation of Mitigation Measure NOI-1 would ensure impacts to construction noise would be less than significant.

Operational Noise

On-site operational noise would be considered unacceptable if noise generated by the proposed facilities exceeds the applicable sound level limits outlined in Section 38.12 of the City's Noise Ordinance of 50 dBA and 45 dBA for Residential zone daytime and nighttime levels and 65 dBA and 60 dBA for Commercial zones. The project site is bordered by Commercial and Industrial zones to the west and a Residential zone to the south. The Noise Study (Appendix H) addresses the noise levels generated by the proposed facilities at the Commercial and Residential zones because the facilities would be closer to the commercial property than the industrial property and because Commercial zones have lower acceptable limits. While the Residential zone is the farthest away, residences are considered sensitive receptors and have the strictest noise level thresholds; therefore, noise generated at the single-family residences south of the project site is included in this noise analysis.

Mobile Sources

Traffic

The proposed project would generate new vehicle trips and increase traffic on area roadways. A significant impact would occur for the proposed commercial development if the proposed project operation would result in a long-term increase of 1 dBA community noise equivalent level or more based on City criteria. According to the TIS (Appendix A), the proposed project would generate an estimated 4,434 average daily trips (ADT). The U.S. Department of Housing and Urban Development Exchange Day/Night Noise Level Calculator was used to estimate weighted average daily traffic noise levels along Mission Avenue. As shown in Table 9, project traffic would not generate an audible increase in traffic noise compared to existing ambient noise levels; therefore, the project's contribution to existing traffic noise levels in the vicinity of the project site would be less than significant.

Table 9. Traffic Noise Model Results Summary (dBA Community Noise Equivalent Level)

Roadway Segment	Existing No Project	Existing Plus Project	Change in Noise Level	Significance Threshold	Significant?
Mission Avenue	71.6	72.5	0.9	1	No

Source: Appendix H.

Note: dBA = A-weighted decibel

The U.S. Department of Housing and Urban Development Day/Night Noise Level Calculator calculates noise in day-night average sound level. However, day-night average sound level and community noise equivalent level are interchangeable.

Delivery and Trash Hauling Trucks

The proposed project would require periodic delivery and trash-hauling services. The project site is located in an urbanized area and is surrounded by existing residential uses. Therefore, delivery and trash-hauling trucks are already a common occurrence in the vicinity of the project site. While individual truck trips would generate an audible noise, such occurrences would not occur daily and

would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. Impacts from mobile sources, including delivery and trash-hauling trucks, would be less than significant.

Stationary Sources

Stationary noise sources generated by the proposed project include a car wash; drive-through restaurants; vehicle service facility; heating, ventilation, and air conditioning (HVAC) equipment; parking noise; and combined on-site operational noise.

Car Wash

The proposed project includes a 4,500-square-foot car wash located in the northwestern section of the site with 31 vacuum stations. To determine the estimated noise generated by the proposed car wash, noise measurements were taken at a similar existing car wash facility at 12245 East Carson Street in Hawaiian Gardens, California. The primary noise source at this facility was the operation of seven dryers and a central vacuum system near the exit of the car wash building. The average ambient noise level from the car wash operations was 79 dBA L_{eq}. The nearest sensitive receptors to noise generated by the car wash would be the single-family residences located approximately 500 feet south of the car wash facility. The car wash would also generate noise at the adjacent commercial uses 135 feet west of the project site. Based on the standard attenuation rate of 6 dBA per doubling of distance, the residences would experience noise levels of approximately 45 dBA L_{eq} from car wash operations. Noise generated by the car wash at the adjacent commercial uses would be approximately 56 dBA L_{eq}.

Drive-Through Restaurants

Drive-through noise for the proposed project would be composed of speaker noise, idling vehicles, and conversation. The proposed project includes two drive-through restaurants. The first would be 3,000 square feet and would be located on the eastern border of the project site along Foussat Road approximately 325 feet from the nearest single-family residences and 165 feet from the nearest commercial property. The second would be 2,000 square feet and would be located along the southern border of the site along Mission Avenue approximately 175 feet from the nearest sensitive receptors and 150 feet from the nearest commercial property. To determine the noise generated by the proposed drive-through restaurants, this analysis uses noise measurements taken at a comparable McDonald's drive-through restaurant located at 7950 Foothill Boulevard in the neighborhood of Sunland-Tujunga in the City of Los Angeles. Operational noise at this location was measured at 58.3 dBA L_{eq} at a distance of approximately 80 feet from the existing drive-through.

Vehicle Service Facility

The proposed project includes a vehicle and tire repair service facility. The proposed 4,500-square-foot tire facility would be located along the western central border of the project site, approximately 350 feet from the nearest single-family residences to the south. To determine noise

generated by the proposed vehicle service facility, a noise measurement was taken at a similar facility located in the City. Observations of noise sources of audible noise included service bay activities, including vehicles entering and exiting, pneumatic tools, and air compressors, as well as music playing, human voices, and other activities associated with regular business activity. Noise from the tire repair shop was measured at 68.3 dBA L_{eq} at a distance of 15 feet. Based on the standard attenuation rate of 6 dBA per doubling of distance, the nearest residences would experience sound levels of 40.9 dBA. The proposed vehicle service facility would be located approximately 25 feet from the nearest commercial use. Noise generated by the vehicle service facility would be approximately 63.9 dBA at the nearby commercial property.

Heating, Ventilation, and Air Conditioning Equipment

The location of HVAC equipment for the proposed project is not included in the site plans. However, such equipment is typically placed on the rooftop or in subterranean levels. Assuming that air conditioning equipment would be located on the rooftop of the proposed buildings, the air conditioning units would be located as close as 110 feet from the nearest residential property lines to the south. Rooftop-mounted HVAC equipment typically generates noise levels of 60 to 70 dBA L_{eq} at a distance of 15 feet from the source (Appendix H). Assuming an attenuation rate of 6 dBA per doubling of distance from stationary equipment, residences located as close as 110 feet from HVAC equipment would be exposed to an estimated noise level of 52.7 dBA L_{eq}. Noise from HVAC equipment on the project site would not exceed the measured ambient noise level of 66.0 dBA L_{eq} at nearby residences located south of Mission Avenue. Therefore, it would not exceed the City's standard of 5 dBA above ambient noise for mechanical equipment, and impacts would be less than significant.

Parking Noise

Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, car horns, and engine startups. The proposed project includes 140 parking stalls located in various areas of the site. Approximately 25 of these parking stalls would be located along the southern property line approximately 100 feet from residences across Mission Avenue. According to the Noise Study (Appendix H), the loudest parking lot noise would be generated by car alarm signals and car horns and could reach an estimated 63 dBA at adjacent residences. Because of its intermittent nature, parking lot activity would not generate noise that substantially contributes to the average ambient noise level. Furthermore, the estimated noise level of 63 dBA would not exceed the City's daytime noise standard for commercial zones of 65 dBA. However, parking lot activity could generate noise exceeding the City's 60 dBA nighttime standard for Commercial zones.

Combined On-Site Operational Noise

The proposed car wash, drive-through, vehicle service facility, and HVAC systems would be operating simultaneously; therefore, it is necessary to estimate the combined noise of the proposed

facilities. Table 10 depicts approximate noise at the nearest single-family residence and nearest commercial use, as well as combined noise levels with all facilities running at the same time.

Table 10. Combined On-Site Operational Noise

Source[1]	Approximate Noise at Nearest Single-Family Residences (dBA)	Approximate Noise at Nearest Commercial Use (dBA)
Car wash	45.0	56.0
Drive-through 1	51.5	52.0
Drive-through 2	46.1	52.8
Vehicle service facility	40.9	63.9
HVAC	52.7	65.6
Combined	**56.1**	**68.4**

Source: Appendix H.

Note: dBA = A-weighted decibel; HVAC = heating, ventilation, and air conditioning

[1] Parking lot noise was not included in the addition of on-site operation noise because parking lot noise would be intermittent, and would not generate noise that substantially contributes to the ambient noise levels.

As shown in Table 10, combined noise from the proposed uses could total 56.1 dBA at the nearest residences and 68.4 at the adjacent commercial use. These sound levels would exceed the City's daytime standards for Residential and Commercial zones of 50 dBA and 65 dBA, respectively, and the nighttime standards of 45 dBA and 60 dBA, respectively. Because the proposed facilities would exceed the allowable sound level limits outlined in the City's Noise Ordinance, Mitigation Measures NOI-2, NOI-3, and NOI-4 would be implemented to reduce operational noise impacts from stationary sources to below the City's daytime and nighttime standards. This impact would be less than significant with mitigation.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Project-related construction and operational groundborne vibration impacts are discussed in the following text. Groundborne vibration consists of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Project traffic would not generate an audible increase in traffic noise compared to existing ambient noise levels; therefore, the project's contribution to existing traffic noise levels in the vicinity of the project would be less than significant.

Construction Impacts

The City has not adopted a significance threshold to assess vibration impacts during construction. Therefore, to determine vibration impacts during project construction, vibration levels were calculated at vibration-sensitive receptors using the vibration velocity in decibels (VdB) and compared to the FTA

guidelines set forth in the Transit Noise and Vibration Assessment (FTA 2006). Based on the levels described in the FTA Transit Noise and Vibration Impact Assessment, groundborne vibration would result in a significant impact if it would exceed 75 VdB (i.e., the threshold of perception) at nearby residential land uses during nighttime hours at off-site sensitive uses or if it would exceed 100 VdB, potentially causing physical damage to nearby structures. Construction vibration levels were calculated at the receptors nearest to the project site to determine whether project construction would generate vibration levels that would cause physical damage to nearby structures or human annoyance. The nearest receptors include single-family residences approximately 100 feet south of the project site. Vibration levels at the receptor distances were estimated for construction equipment expected to be used during project construction.

Of the variety of equipment that would be used during project construction, vibratory rollers would generate the strongest vibration and are anticipated to be used during the paving phase of construction. Project construction would generate peak vibration levels ranging from 68 VdB to 76 VdB at single-family residences to the south. As discussed previously, construction activity would be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 7:00 a.m. to 6:00 p.m. on Saturday for work that is not inherently noise-producing hours that would not disrupt residences during normal hours of sleep. Groundborne vibration would not reach levels that could cause building damage (100 VdB) at structures in the vicinity of the project site. Therefore, the project would not generate significant construction-related groundborne vibration impacts.

Operational Impacts

Implementation of the project would not include any permanent sources that would expose people in the vicinity of the project site to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the vicinity of the project site. In addition, there are no existing significant permanent sources of groundborne vibration in the vicinity of the project site to which the proposed project would be exposed. Therefore, project operational groundborne vibration-level impacts would be considered less than significant.

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

Less than Significant Impact. The proposed project is located approximately 400 feet southeast of Oceanside Municipal Airport. However, the Oceanside General Plan acknowledges that land uses in the airport's area of noise impact are primarily industrial; therefore, it is understood that the impact to the airport is minimal. According to Figure N-8 in the Oceanside General Plan Noise Element (City of

Oceanside 2002), the project site is outside of the airport's 55 dBA contour. Therefore, the project would not expose people working near the project site to excessive noise levels.

Mitigation Measures

NOI-1. Prior to issuance of a grading permit and during project construction, the project applicant shall demonstrate to the satisfaction of the Development Services Director and the City Engineer that the project complies with the following:

- Operation of diesel equipment shall be done with closed engine doors and with factory-recommended mufflers.
- Stationary equipment shall have designated equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in designated location throughout construction activities.
- Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.
- As a condition of contract, contractors shall be required to maintain and tune up construction equipment to minimize noise emissions.

Timing/Implementation: Prior to the issuance of a grading permit

Enforcement/Monitoring: City of Oceanside Development Services Director and City Engineer

NOI-2. Prior to issuance of a certificate of occupancy, the project applicant shall demonstrate compliance with the following requirement to the satisfaction of the Development Services Director: During project operations, operation of the vehicle repair shop and car wash shall be restricted to daytime hours only (from 7:00 a.m. to 10:00 p.m.). Hours of operations shall be reviewed and may be limited by the Planning Commission if valid issues or complaints pertaining to the hours of operation arise.

Timing/Implementation: Prior to the issuance of a certificate of occupancy

Enforcement/Monitoring: City of Oceanside Development Services Director

NOI-3. Prior to issuance of a certificate of occupancy, the project applicant shall demonstrate compliance with the following requirement to the satisfaction of the Development Services Director and the City Engineer: The heating, ventilation, and air conditioning systems in each building shall be designed so that combined exterior noise levels shall not exceed 50 A-weighted decibel noise level equivalent at 50 feet. Noise reduction methods that may be employed include shielding screens; enclosing the system; applying acoustical packing; or applying other best practices, such as those provided by the American Society of Heating, Refrigerating, and Air Conditioning Engineers.

Timing/Implementation: Prior to the issuance of a certificate of occupancy

Enforcement/Monitoring: City of Oceanside Development Services Director and City Engineer

NOI-4. Prior to issuance of a certificate of occupancy, the project applicant shall demonstrate compliance with the following requirement to the satisfaction of the Development Services Director and the City Engineer: Noise barriers shall be constructed along the western boundary of the project site that blocks the line of sight between the project site and adjacent commercial and residential developments. The barriers shall be a minimum of 6 feet tall and made of noise-resistant material sufficient to achieve a Sound Transmission Class rating of 30 or greater to achieve a noise attenuation of approximately 5 A-weighted decibels.

Timing/Implementation: Prior to the issuance of a certificate of occupancy

Enforcement/Monitoring: City of Oceanside Development Services Director and the City Engineer

2.5.14 Population and Housing

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

Impact Analysis

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

No Impact. The project site is located in an urbanized area in the City where surrounding commercial and residential uses are present, along with supporting utilities and infrastructure. The project would not directly or indirectly induce population growth because it would not involve the provision of new housing or extend or expand new roads or major capital infrastructure into areas that are not designated for development in the Oceanside General Plan. Therefore, the project would not induce substantial population growth in the area. No impact would occur.

b. Would the project displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project would not require the removal or replacement of any existing housing or residents because the subject site does not currently support any structures or residential uses. Therefore, the project would not result in displacement of substantial numbers of existing housing or people. No impact would occur.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.15 Public Services

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

Impact Analysis

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

Fire protection?

Less than Significant Impact. Fire prevention, fire protection, and emergency medical services in vicinity of the project site are provided by the City's Fire Department. The project has been designed to meet City design standards for emergency access and on-site circulation (refer to Figure 3). As a discretionary project, the proposed design would be subject to review by the local fire and police departments to ensure that proper security measures are in place and that adequate emergency access and circulation are provided. The proposed development is not anticipated to substantially increase the need for fire or police protection services or the risk of fire that would require new or expanded facilities or staff to serve the proposed use. Impacts would be less than significant.

Police Protection?

Less than Significant Impact. Law enforcement services in the area are provided by the City's Police Department. The project would not substantially increase demand for police protection services. Although the proposed improvements would result in additional visitors to the site, due to the nature of the facilities proposed, it is not anticipated that such conditions would substantially increase the need for police protection services or adversely affect the Police Department's ability to provide such services using existing equipment and personnel. A less than significant impact would occur.

Schools?

No Impact. School services in the vicinity of the project site are provided by the Oceanside Unified School District, with Palmquist Elementary School serving grades K–5, Lincoln Middle School serving grades 6–8, and Oceanside High School serving grades 9–12 (Oceanside Unified School District 2019).

The project does not propose any new housing that would generate or increase demand for school services; therefore, no effect on such services would result with project implementation. Prior to issuance of a building permit, the project applicant would be required to make payment of applicable school fees as established by the City for commercial use types to ensure that the City can continue to provide adequate school services and meet the current and future educational demands of its residents. Current school fees for commercial uses are $0.56 per square foot (City of Oceanside 2018). No impact on school services would occur.

Parks?

No Impact. Implementation of the proposed project would not affect any existing park facilities or increase the demand for additional recreational facilities in the City. The payment of park fees for commercial development projects is not required by the City (limited to residential development). Therefore, no impact to parks would occur as a result of the project.

Other public facilities?

No Impact. Due to the nature of the proposed land use, the project would not substantially increase or create new demand for other public services, such as libraries. It is anticipated that existing facilities could meet any demand generated by the project. As such, no impact would occur.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.16 Recreation

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

Impact Analysis

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? ***AND***

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 project does not involve the provision of new housing that would otherwise generate an increase in demand on existing parks or other recreational facilities that would possibly result in or accelerate their substantial physical deterioration. Furthermore, the project would not involve the provision of new recreational facilities on site, require construction of new facilities off site, or require expansion of existing facilities, all of which might have an adverse physical effect on the environment. Therefore, the project would result in no impact.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.17 Transportation

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

Impact Analysis

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less than Significant with Mitigation Incorporated. The TIS was prepared for the project by Kimley-Horn in May 2019 (Appendix A). The TIS evaluates 12 intersections and 12 roadway segments. The study area was determined based on the project's trip assignment and conversations with City staff. The study area reflects the main access routes to and from the project site.

Intersections

1. Airport Road and SR-76
2. Foussat Road and SR-76
3. Airport Road and Mission Avenue
4. Roymar Road and Mission Avenue
5. Foussat Road and Mission Avenue
6. Copperwood Way and Mission Avenue
7. Frontier Drive and Mission Avenue
8. Fireside Street and Mission Avenue
9. El Camino Real and Mission Avenue
10. Douglas Drive and Mission Avenue
11. Roymar Road and Via de la Valle
12. Project Driveway 1 and Mission Avenue

Roadway Segments

1. SR-76 between Benet Road and Airport Road
2. SR-76 between Airport Road and Foussat Road
3. SR-76 between Foussat Road and Douglas Drive

4. Mission Avenue between Airport Road and Roymar Road
5. Mission Avenue between Roymar Road and Foussat Road
6. Mission Avenue between Foussat Road and Frontier Drive
7. Mission Avenue between Frontier Drive and Fireside Street
8. Mission Avenue between Fireside Street and El Camino Real
9. Mission Avenue between El Camino Real and Douglas Drive
10. Foussat Road between SR-76 and Mission Avenue
11. Roymar Road between Via de la Valle and Mission Avenue
12. Via de la Valle east of Roymar Road

Study Scenarios

1. Existing Conditions
2. Existing with Project Buildout Conditions
3. Opening Day Baseline Conditions
4. Opening Day with Project Conditions
5. Horizon Year (2030) Baseline Conditions
6. Horizon Year (2030) with Project Conditions

Significance Determination

The acceptable threshold standards to determine the significance of project impacts to intersections and roadway segments are outlined in the SANTEC/ITE Guidelines. The measurement of effectiveness for intersections is based on allowable increases in delay measured in seconds, while measurement of effectiveness for roadway segments are based on allowable increase to the volume-to-capacity (v/c) ratio. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is 2 seconds with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, the increase would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, the operational decrease would be considered a significant project impact that requires mitigation. For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, the increase would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, the operational decrease would be considered a significant impact that requires mitigation. Table 11 shows the criteria for determining LOS in the study area.

Table 11. Significance Criteria for Facilities in Study Area

Facility	Measures of Effectiveness	Significance Threshold[1]
Intersection	Seconds of delay	>2.0 seconds at LOS E or F
Roadway Segment	ADT, v/c ratio	>0.02 at LOS E or F

Notes: ADT = average daily trips; LOS = level of service; v/c = volume-to-capacity ratio

If a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

[1] Significance threshold applies only when the type of facility operates at LOS E or F.

Existing Conditions

Intersections

Table 12 displays the LOS analysis results for the study intersections under existing conditions. As shown in Table 12, all study intersections operate at LOS D or better during both peak periods except at the following locations:

- Intersection 2: Foussat Road and SR-76 (LOS E, AM peak period)
- Intersection 9: El Camino Real and Mission Avenue (LOS E, PM peak period)

Roadway Segments

The TIS found that all roadway segments under existing conditions would operate at acceptable LOS D or better. Table 3-2 in the TIS (Appendix A) illustrates existing roadway segment conditions.

Table 12. Intersections under Existing Conditions

Intersection		Traffic Control	Peak Hour	Existing	
				Delay[1]	LOS[2]
1	Airport Road and SR-76	Signal	AM	54.6	D
			PM	45.8	D
2	Foussat Road and SR-76	Signal	AM	77.5	E
			PM	41.8	D
3	Airport Road and Mission Avenue	Signal	AM	19.4	B
			PM	11.6	B
4	Roymar Road and Mission Avenue	Signal	AM	9.4	A
			PM	14.5	B
5	Foussat Road and Mission Avenue	Signal	AM	15.8	B
			PM	18.4	B
6	Copperwood Way and Mission Avenue	Signal	AM	6.4	A
			PM	8.1	A
7	Frontier Drive and Mission Avenue	Signal	AM	10.9	B
			PM	4.6	A
8	Fireside Street and Mission Avenue	Signal	AM	6.3	A
			PM	15.8	B

Table 12. Intersections under Existing Conditions

Intersection		Traffic Control	Peak Hour	Existing	
				Delay[1]	LOS[2]
9	El Camino Real and Mission Avenue	Signal	AM	40.7	D
			PM	59.0	**E**
10	Douglas Drive and Mission Avenue	Signal	AM	18.5	B
			PM	19.4	B
11	Roymar Road and Via de la Valle	Signal	AM	9.0	A
			PM	9.1	A
12	Project Driveway 1 and Mission Avenue	Signal	AM	Intersection does not exist in this scenario.	
			PM		

Notes: LOS = level of service; SR- = State Route

Bold values indicate intersections operating at LOS E or F.[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

Existing with Project Buildout Conditions

Intersections

Table 13 displays the LOS analysis results for the study intersections under existing conditions with the proposed project. As shown in Table 13, all study intersections operate at LOS D or better during both peak periods except at the following locations:

- Foussat Road and SR-76 (LOS E, AM peak period, without and with project)
- El Camino Real and Mission Avenue (LOS E, PM peak period, without and with project)

At these intersections, the change in delay due to the addition of project traffic does not exceed 2 second. Therefore, there are no significant impacts under existing conditions.

Roadway Segments

The TIS found that all roadways segments under existing conditions with the proposed project would operate at acceptable LOS D or better. Table 5-2 in the TIS (Appendix A) illustrates existing with project roadway segment conditions.

Table 13. Intersections under Existing Conditions with the Proposed Project

Intersection		Peak Hour	Existing		Existing Baseline Plus Project		Significant?
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1	Airport Road and SR-76	AM	54.6	D	54.0	D	No
		PM	45.8	D	50.1	D	No
2	Foussat Road and SR-76	AM	77.5	**E**	74.5	**E**	No
		PM	41.8	D	49.0	D	No
3	Airport Road and Mission Avenue	AM	19.4	B	15.0	B	No
		PM	11.6	B	11.6	B	No
4	Roymar Road and Mission Avenue	AM	9.4	A	21.1	C	No
		PM	14.5	B	37.3	D	No
5	Foussat Road and Mission Avenue	AM	15.8	B	15.8	B	No
		PM	18.4	B	15.6	B	No
6	Copperwood Way and Mission Avenue	AM	6.4	A	6.2	A	No
		PM	8.1	A	8.0	A	No
7	Frontier Drive and Mission Avenue	AM	10.9	B	10.9	B	No
		PM	4.6	A	4.5	A	No
8	Fireside Street and Mission Avenue	AM	6.3	A	6.2	A	No
		PM	15.8	B	15.6	B	No
9	El Camino Real and Mission Avenue	AM	40.7	D	41.2	D	No
		PM	59.0	**E**	59.6	**E**	No
10	Douglas Drive and Mission Avenue	AM	18.5	B	18.5	B	No
		PM	19.4	B	19.4	B	No
11	Roymar Road and Via de la Valle	AM	9.0	A	9.7	B	No
		PM	9.1	A	10.0	B	No
12	Project Driveway 1 and Mission Avenue	AM	Intersection does not exist in this scenario.		15.0	C	No
		PM			13.1	B	No

Notes: LOS = level of service; SR- = State Route

Bold values indicate intersections operating at LOS E or F.

[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

Opening Day Baseline and with Project Conditions

Intersections

Table 14 displays the LOS analysis results for the study intersections under opening day with and without project conditions. As shown in Table 14, all study intersections would continue to operate at acceptable LOS D or better except at the following locations:

- Foussat Road and SR-76 (LOS E, AM peak period, without and with project)

As previously discussed and shown in Table 11, at this intersection, the change in delay due to the addition of project traffic would not exceed 2 seconds at LOS E or F. Therefore, the addition of project traffic would not create a significant impact at the study locations.

Table 14. Intersections under Opening Day

Intersection		Peak Hour	Opening Day Conditions		Opening Day with Project Conditions		Significant?
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1	Airport Road and SR-76	AM	61.8	D	62.1	D	No
		PM	52.7	D	55.0	D	No
2	Foussat Road and SR-76	AM	88.7	**E**	85.7	**E**	No
		PM	45.5	D	55.0	D	No
3	Airport Road and Mission Avenue	AM	20.9	B	21.1	B	No
		PM	12.4	B	12.4	B	No
4	Roymar Road and Mission Avenue	AM	15.5	A	25.6	C	No
		PM	23.9	B	44.5	B	No
5	Foussat Road and Mission Avenue	AM	15.7	B	15.9	B	No
		PM	15.7	B	18.3	B	No
6	Copperwood Way and Mission Avenue	AM	6.2	A	6.1	A	No
		PM	8.0	A	7.9	A	No
7	Frontier Drive and Mission Avenue	AM	10.9	B	10.9	B	No
		PM	4.5	A	4.5	A	No
8	Fireside Street and Mission Avenue	AM	6.2	A	6.2	A	No
		PM	15.6	B	15.5	B	No
9	El Camino Real and Mission Avenue	AM	41.5	D	42.0	D	No
		PM	60.6	D	61.2	D	No
10	Douglas Drive and Mission Avenue	AM	18.8	B	18.8	B	No
		PM	19.0	B	19.9	B	No

Table 14. Intersections under Opening Day

	Intersection	Peak Hour	Opening Day Conditions		Opening Day with Project Conditions		Significant?
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	
11	Roymar Road and Via de la Valle	AM	9.0	A	9.7	B	No
		PM	9.1	A	10.0	B	No
12	Project Driveway 1 and Mission Avenue	AM	Intersection does not exist in this scenario.		15.6	C	No
		PM			13.7	B	No

Notes: LOS = level of service; SR- = State Route

Bold values indicate intersections operating at LOS E or F.

[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

Roadway Segments

The TIS found all roadway segments under opening day with and without the proposed project would operate at acceptable LOS D or better. Table 6-2 in the TIS (Appendix A) illustrates existing roadway segment conditions.

Horizon Year (2030) Baseline and with Project Conditions

Intersections

Table 15 displays the LOS analysis results for the study intersections under horizon year with and without project conditions. As shown in Table 15, all study intersections would continue to operate at acceptable LOS D or better except at the following locations:

- **Intersection 1:** Airport Road and SR-76 (LOS F, AM peak period, without and with project; **LOS F, PM peak period, without and with project**)
- **Intersection 2:** Foussat Road and SR-76 (LOS F, AM peak period, without and with project**; LOS F, PM peak period, with project**)
- **Intersection 9:** El Camino Real and Mission Avenue (LOS E, PM peak period, without and with project**; LOS F, PM peak period, with project**)
- **Intersection 10:** Douglas Drive and Mission Avenue (LOS F, PM peak period, with and without project)

Intersections in bold represent intersections that would exceed the allowable threshold and, therefore, would be considered a significant impact. Because the change in delay due to the addition of project traffic would not exceed the 2-second significance threshold at the intersection of Douglas Drive and Mission Avenue, the addition of project traffic would not create a significant impact.

Roadway Segments

Table 16 displays the LOS analysis results for the study roadway segments under horizon year with and without project conditions. As shown in Table 16, all study intersections would continue to operate at acceptable LOS D or better except at the following locations:

- SR-76 between Benet Road and Airport Road **(LOS F, with and without project)**
- SR-76 between Airport Road and Foussat Road (**LOS F, with and without project**)
- SR-76 between Foussat Road and Douglas Drive **(LOS E, with and without project)**

Roadway segments in bold represent segments exceeding the allowable threshold and, therefore, would be considered a significant impact.

Table 15. Study Intersections Horizon Year with and without Project Conditions

Intersection		Peak Hour	Existing		Horizon Year Baseline Plus Project	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Airport Road and SR-76	AM	155.0	**F**	151.6	**F**
		PM	127.4	**F**	135.1	**F**
2	Foussat Road and SR-76	AM	187.2	**F**	181.4	**F**
		PM	82.8	**F**	94.4	**F**
3	Airport Road and Mission Avenue	AM	19.1	B	14.3	B
		PM	14.5	B	14.6	B
4	Roymar Road and Mission Avenue	AM	16.5	B	26.6	C
		PM	23.8	C	41.9	D
5	Foussat Road and Mission Avenue	AM	18.7	B	19.7	B
		PM	20.9	C	21.3	C
6	Copperwood Way and Mission Avenue	AM	6.2	A	6.1	A
		PM	8.6	A	8.5	A
7	Frontier Drive and Mission Avenue	AM	11.8	B	11.9	B
		PM	4.6	A	4.6	A
8	Fireside Street and Mission Avenue	AM	10.1	B	10.2	B
		PM	16.7	B	16.7	B
9	El Camino Real and Mission Avenue	AM	55.4	**E**	56.2	**E**
		PM	90.5	**F**	93.7	**F**
10	Douglas Drive and Mission Avenue	AM	44.7	D	45.2	D
		PM	117.0	**F**	117.3	**F**

Table 15. Study Intersections Horizon Year with and without Project Conditions

Intersection		Peak Hour	Existing		Horizon Year Baseline Plus Project	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
11	Roymar Road and Via de la Valle	AM	9.1	A	9.7	A
		PM	9.2	A	10.1	B
12	Project Driveway 1 and Mission Avenue	AM	Intersection does not exist in this scenario.		18.2	C
		PM			15.4	C

Notes: LOS = level of service; SR- = State Route

Bold values indicate intersections operating at LOS E or F. **Bold** and Shaded values indicate a significant impact.

[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

Table 16. Study Roadway Segments under Horizon Year with and without Project Conditions

Roadway Segment	Roadway Classification	LOS E Capacity	Horizon Year Baseline			Horizon Year Plus Project			Δ	Significant?
			ADT	V/C Ratio[1]	LOS	ADT	V/C Ratio[1]	LOS		
SR-76										
Between Benet Rd and Airport Rd	4-Lane Expressway	60,000	64,198	1.077	**F**	65,900	1.098	**F**	0.21	Yes
Between Airport Rd and Foussat Rd	4-Lane Expressway	60,000	64,879	1.077	**F**	65,900	1.098	**F**	0.21	Yes
Between Foussat Rd and Douglas Dr	4-Lane Expressway	60,000	58,098	0.976	**E**	59,800	0.997	**E**	0.21	Yes
Mission Avenue										
Between Airport Rd and Roymar Rd	4-Lane Major	40,000	25,839	0.655	C	27,200	0.68	C	0.025	No
Between Roymar Rd and Foussat Rd	4-Lane Major	40,000	23,797	0.617	C	27,200	0.68	C	0.063	No
Between Foussat Rd and Frontier Dr	4-Lane Major	40,000	28,039	0.710	C	29,400	0.735	C	0.025	No
Between Frontier Dr and Fireside St	4-Lane Major	40,000	28,039	0.710	C	29,400	0.735	C	0.025	No
Between Fireside St and El Camino Real	4-Lane Major	40,000	28,039	0.710	C	29,400	0.735	C	0.025	No
Between El Camino Real and Douglas Dr	4-Lane Major	40,000	29,060	0.729	C	29,400	0.735	C	0.006	No
Foussat Road										
Between SR-76 and Mission Ave	4-Lane Secondary	25,000	6,559	0.262	A	9,452	0.349	B	0.087	No
Roymar Road										
Between Via de la Valle and Mission Ave	2-Lane Collector	10,000	1,418	0.142	A	3,120	0.269	A	0.127	No
Via de la Valle										
East of Roymar Rd	2-Lane Collector	10,000	334	0.033	A	2,036	0.16	A	0.127	No

Notes: ADT = average daily trips; LOS = level of service; v/c = volume-to-capacity
Bold values indicate roadway segments operating at LOS E or F. **Bold** and Shaded values indicate a significant impact.
[1] The v/c ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Intersections

As described in Table 15, the following intersections were found to experience a significant impact with the addition of the proposed project under cumulative conditions:

- SR-76 and Airport Road
- Foussat Road and SR-76
- El Camino Real and Mission Avenue

The intersections along SR-76 currently do not provide sufficient capacity for the eastbound and westbound through movements. To mitigate the impacts along SR-76 at Airport Road and Foussat Road, an additional travel lane would be required in the eastbound and westbound directions, expanding SR-76 from four lanes to six lanes. However, per the SR-76 Transportation Concept Report published by Caltrans (2016), there are no plans to expand SR-76 to six lanes. Therefore, to mitigate the impacts along SR-76 at Airport and Foussat Road, the project is required to pay a fair share to widen SR-76 to have a travel lane in each direction between Benet Road and Foussat Road and a second northbound right-turn lane at Foussat Road per the Oceanside General Plan Circulation Element (City of Oceanside 2012). A portion of the fair share will include the 30 percent design and capital cost estimate. These project requirements are captured in Mitigation Measure TRA-1. Implementation of Mitigation Measure TRA-1 would reduce impacts to less than significant levels.

To mitigate the impact at El Camino Real and Mission Avenue, Mitigation Measure TRA-2 would require the northbound shared left-through lane to be restriped to be a through lane, and the traffic signal would be modified so that the north–south direction would provide protected left-turn phasing instead of split service. The northbound left-turn pocket at El Camino Real and Mission Avenue would also be required to be extended to 525 feet. Modifications implemented from Mitigation Measure TRA-2 would reduce the impact to less than significant.

Roadway Segments

As described in Table 16, the following roadway segments were found to experience a significant impact with the addition of the proposed project under cumulative conditions:

- SR-76 between Benet Road and Airport Road
- SR-76 between Airport Road and Foussat Road
- SR-76 between Foussat Road and Douglas Drive

SR-76 between Benet Road and Douglas Drive is expected to not provide sufficient capacity for daily vehicles under cumulative conditions. This is considered a significant impact. However, the cumulative impacts along SR-76 would be mitigated to a less than significant level with implementation of Mitigation Measures TRA-1 and TRA-2.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?

Less than Significant.

Trip Generation

Development of new land uses would create trips that would be new to the existing street system. These are referred to as "primary trips." However, several types of retail/fast food restaurant and gas station developments experience trips at the driveways that are already on the existing street system regardless of the implementation of the proposed project. These trips are known as "pass-by trips." Pass-by trips are not considered new trips generated by the site. However, pass-by trips have been accounted for in the analysis at the project site driveways. For example, consider a resident who lives along Mission Avenue southwest and northeast of the project site. Each day, this hypothetical resident may use Mission Avenue to access SR-76, presumably to a work destination located south in San Diego. This home-to-work trip scenario already occurs under existing conditions. Upon development of the proposed project, however, this same resident could change their pre-project route to include a stop at the project site to patronize a restaurant or use the gas station or car wash. This trip was captured from an existing trip and includes a diverted trip to the project site and then back to their original route.

Trip generation and pass-by rates for the project site were estimated using traffic generation rates from SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002). The used pass-by rates are listed as follows:

- 10 percent – specialty retail (PM only)
- 50 percent – gas stations
- 40 percent – fast food restaurants
- 20 percent – sit down restaurants (PM only)

The proposed site would consist of a gas station (12 fueling stations) with a 3,000-square-foot food mart, a car wash, retail sites totaling 7,980 square feet, fast food restaurants totaling 2,500 square feet, and a 2,320-square-foot high-turnover restaurant. The mix of land uses on the site was calculated to generate 5,068 new daily trips, 213 AM peak-hour trips (109 in, 105 out), and 273 PM peak-hour trips (139 in, 134 out) after pass-by trip reductions were applied. Table 17 illustrates the trip generation before and after pass-by trip reductions were applied.

Trip Distribution

Traffic trip distribution for the proposed project was based on input from the City, proposed access locations, and the existing roadway network within the study area. The following is a general description of the estimated trip distribution for the site:

- 25 percent to/from the west via SR 76
- 20 percent to/from the west via Mission Avenue
- 25 percent to/from the east via SR 76
- 20 percent to/from the east via Mission Avenue
- 5 percent to/from the north via Foussat Road
- 5 percent to/from the south via Foussat Road

Pass-by trips represent new trips at the driveway or site access level and not on the adjacent streets. These trips represent a change in local area travel but do not represent new increase in travel area on a larger scale. The project is sited within proximity to residential subdivisions and commercial uses nearby, located along Mission Avenue. The project site would attract pedestrians from nearby residential and commercial uses. These residents and commercial business employees located within proximity to the project site would, in theory, walk or ride bicycles rather than drive to the project site. Under existing conditions, pre-project development, these same pedestrians may be driving to other locations that offer similar uses proposed by the project. Because the development of the project would increase retail and restaurant options for land uses near the project site, reducing vehicle miles traveled on a larger scale to other locations, and would generate pass-by trips for car wash and gas station uses, this impact is considered less than significant.

Table 17. Trip Generation Summary

Land Use	SANDAG Land Use	Units[1]	Trip Rate[2]	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Proposed										
Building A: Gas Station + 3,000 sf Food Mart	Gas Station w/ Food Mart	12 vfs	160/vfs	1,920	67	67	134	77	77	154
Building B: Car Wash	Automatic	1.00 site	900/site	900	18	18	36	41	40	81
Building C: Drive-Through Restaurant	Fast Food (w/ drive-through)	1.50 ksf	650/ksf	975	34	34	68	34	34	68
Building D: Restaurant	Sit-Down, High-Turnover	2.32 ksf	160/ksf	371	15	15	30	18	12	30
Building D: Retail	Specialty Retail/Strip Commercial	3.48 ksf	40/ksf	139	3	1	4	6	7	13
Building E: Drive-Through Restaurant	Fast Food (w/ drive-through)	1.00 ksf	650/ksf	650	23	23	46	23	23	46
Building F: Tire/Oil Facility	Tire Store	4.50 ksf	25/ksf	113	5	3	8	6	6	12
			Proposed Total	**5,068**	**165**	**161**	**326**	**205**	**199**	**404**
Pass-By										
Specialty Retail (10%)	—	—	—	—	—	—	—	−1	−1	−3
Gas Station (50%)	—	—	—	—	−34	−34	−67	−39	−39	−77
Fast Food (40%)	—	—	—	—	−23	−23	−46	−23	−23	−46
Sit-Down Restaurant (20%)	—	—	—	—	—	—	—	−4	−2	−6
				Pass-by Subtotal	*−56*	*−56*	*−113*	*−66*	*−65*	*−131*
			Net Trip Generation	**5,068**	**109**	**105**	**213**	**139**	**134**	**273**

Source Appendix A.

Notes: ksf = thousand square feet; vfs = vehicle fueling stations
Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002).

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

Less than Significant Impact. The project would not substantially increase hazards due to a design feature or incompatible uses. A less than significant impact would occur.

d. Would the project result in inadequate emergency access?

Less than Significant Impact. Construction of the project would temporarily generate additional traffic on the existing area roadway network. These vehicle trips would include construction workers traveling to the site and delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require oversize vehicles that may travel at slower speeds than existing traffic.

Lane closures are not anticipated, and no off-site roadway improvements are required or proposed that would have the potential to interrupt area circulation or redirect traffic. As such, project construction is not anticipated to substantially disrupt area traffic or cause a significant increase in daily traffic on area roadways or at local intersections, thereby adversely affecting existing conditions.

All proposed drive aisles on site have been designed consistent with City design standards for emergency access and would adequately accommodate the on-site maneuvering of emergency vehicles. Additionally, the project is subject to the City's discretionary review process for determination of project conformance with City design standards for the provision of emergency access and circulation. Therefore, the project is not anticipated to interfere with emergency access, and impacts would be less than significant.

Mitigation Measures

TRA-1. The project applicant shall prepare a conceptual design and cost estimate to expand State Route 76 from four lanes to six lanes. The project applicant shall pay their fair share for the widening of State Route 76 to have an additional travel lane in each direction between Benet Road and Foussat Road and a second northbound right-turn lane at Foussat Road. A portion of the fair share shall include the 30 percent design and capital cost estimate.

Timing/Implementation: Prior to project approval

Enforcement/Monitoring: City of Oceanside Development Services and Public Works Departments

TRA-2. To mitigate the impact at El Camino Real and Mission Avenue, prior to issuance of a certificate of occupancy, the project applicant shall do the following, consistent with the Transportation Impact Study prepared for the project:

- Restripe the northbound shared left-through lane to be a through lane
- Modify the traffic signal so that the north–south direction would provide protected left-turn phasing instead of split service
- Extend the northbound left-turn pocket at the intersection of El Camino Real and Mission Avenue to 525 feet

Timing/Implementation: Agreement in place prior to project approval and implemented prior to the issuance of a certificate of occupancy

Enforcement/Monitoring: City of Oceanside Development Services and Public Works Departments

2.5.18 Tribal Cultural Resources

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

Impact Analysis

AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074, defines tribal cultural resources as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be tribal cultural resources if they meet the criteria detailed previously. The lead agency relies on substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the California Register of Historic Resources or a local register.

AB 52 defines a California Native American tribe as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (California Public Resources Code, Section 21073). Under AB 52, formal consultation with tribes is required

prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects and if the tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects if specifically requested by the tribe.

AB 52 states that consultation is considered concluded when the parties agree to measures that would mitigate or avoid a significant effect on tribal cultural resources or when either the tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the agency or agreed upon with the tribe may be included in the final environmental document and in the adopted Mitigation Monitoring and Reporting Program if they were determined to avoid or lessen a significant impact on a tribal cultural resource. If the recommended measures are not included in the final environmental document, the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3(e). Any information submitted by a tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental document unless the tribe consents to disclosure of all or some of the information to the public. The City received responses from the Rincon Band, Pala Band, Viejas Band, Agua Caliente Band, and San Luis Rey Band. At this time, the Rincon, Pala and San Luis Rey Bands have requested tribal consultation. The City is currently in coordination with the tribes, and consultation is in progress.

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

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

Less than Significant with Mitigation Incorporated. As discussed in Section 2.5.5, Cultural Resources, the site does not support any listed or eligible historical or cultural resources as defined by California Public Resources Code, Section 5020.1(k). Therefore, the project would not cause a substantial adverse effect on any such resources. As indicated in Section 2.5.5(a), to ensure that potential impacts to unknown resources are reduced to less than significant levels, Mitigation Measure CUL-1 would be implemented.

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

Less than Significant with Mitigation Incorporated. During the archaeological evaluation, no evidence of cultural resources or human remains, including those interred outside of formal cemeteries, was identified during the records search. There is no indication that the project site was used by Native Americans for religious, ritual, or other special activities. No traditional cultural properties that currently serve religious or other community practices are known to exist within the vicinity of the project site.

As indicated in Section 2.5.5, the project would be required to conform to state law should human remains be identified during ground-disturbing activities. Additionally, Mitigation Measures CUL-2 and CUL-2 would reduce potential project impacts on unknown cultural (including tribal cultural) and paleontological resources to a less than significant level.

Mitigation Measures

With implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 in Section 2.5.5, no further mitigation is required.

2.5.19 Utilities and Service Systems

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

Impact Analysis

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

Less than Significant Impact. The project involves constructing 20,000 square feet of commercial space with 140 surface parking spaces. Any grading and drainage improvement plans prepared for the project would be subject to discretionary review by the City to ensure conformance with required local, state, and federal standards for drainage and stormwater quality. Catch basins throughout the project site would capture stormwater, including water discharged at the surface from roof drains (see Figure 6, Proposed Drainage) (Appendix G). As designed, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or contribute substantial additional sources of polluted runoff. The City's existing stormwater infrastructure is adequate to accommodate stormwater runoff from the site.

The San Luis Rey Water Reclamation Facility can provide adequate wastewater service to the proposed project. The City would supply reliable water to the project and is a member agency of the San Diego County Water Authority. The City has prepared a 2015 Urban Water Management Plan, which took into account the 2040 population of the City. The Urban Water Management Plan indicates that the City would be capable of serving the future population. Additionally, because the project would be consistent with the development intensity identified for the site according to

the land use designations in the Oceanside General Plan, it would not exceed the wastewater treatment requirements of the service provider.

The proposed project would be supplied water from the City's Talone Reservoir or 320 Pressure Zone. Existing water mains are available along the perimeter of the site at Via de la Valle and Mission Avenue. In addition, the proposed project is being developed in an urban area and would connect to existing electric power, natural gas lines, and telecommunications facilities. As such, development associated with the proposed project would not result in the need to construct or relocate these utilities sources.

It is not anticipated that the project would require or result in the construction of new water, wastewater treatment facilities, electric power and natural gas lines, and telecommunications facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant.

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

Less than Significant Impact. According to the supply and demand assessment projections in the City's 2015 Urban Water Management Plan (City of Oceanside 2016), the City expects 100 percent reliability, and no shortages are anticipated under normal water years through the year 2040. Similarly, no shortages are expected under single-dry year scenarios through 2040 and multiple-dry years through 2035. The City projects a potential deficit under multiple-dry years in 2035 and 2040 during the third year. This deficit would be addressed through implementation of extraordinary conservation or conversion of additional customers to recycled water beyond that already projected. These measures would reduce demands such that available supplies would be sufficient to meet demands. Therefore, no new water facilities or expanded entitlements are required to serve the project. Impacts would be less than significant.

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

Less than Significant Impact. Refer to Section 2.5.18(a). Due to the nature of the proposed use, it is anticipated that the wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. On-site preparation and construction would generate a minor increase in solid waste. Solid waste generated by the project would be collected by the City through franchise agreements with refuse haulers that serve the needs of the community. Solid waste

generated by the project would be disposed of at the El Sobrante Landfill located in the City of Corona. Based on the Solid Waste Information System from the California Department of Resources Recycling and Recovery, the El Sobrante Landfill is expected to close in 2051 (CalRecycle 2019). The maximum permitted capacity of the El Sobrante Landfill is 209,910,000 cubic yards and has a remaining capacity of 143,977,170 cubic yards. The increase in solid waste disposal generated by the project would not be significant in the context of the El Sobrante Landfill's operating permit of 16,054 tons per day (CalRecycle 2019). Project operational activities would result in only a nominal amount of solid waste.

The project is not anticipated to generate substantial amounts of solid waste above existing conditions and, therefore, would contribute incrementally to increase demand on the local landfill. Existing landfills serving the City are anticipated to be adequate to serve the project as proposed. In conformance with applicable federal, state, and local solid waste reduction and recycling measures, the project is not anticipated to result in a significant impact on solid waste disposal capacity. Impacts would be less than significant.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

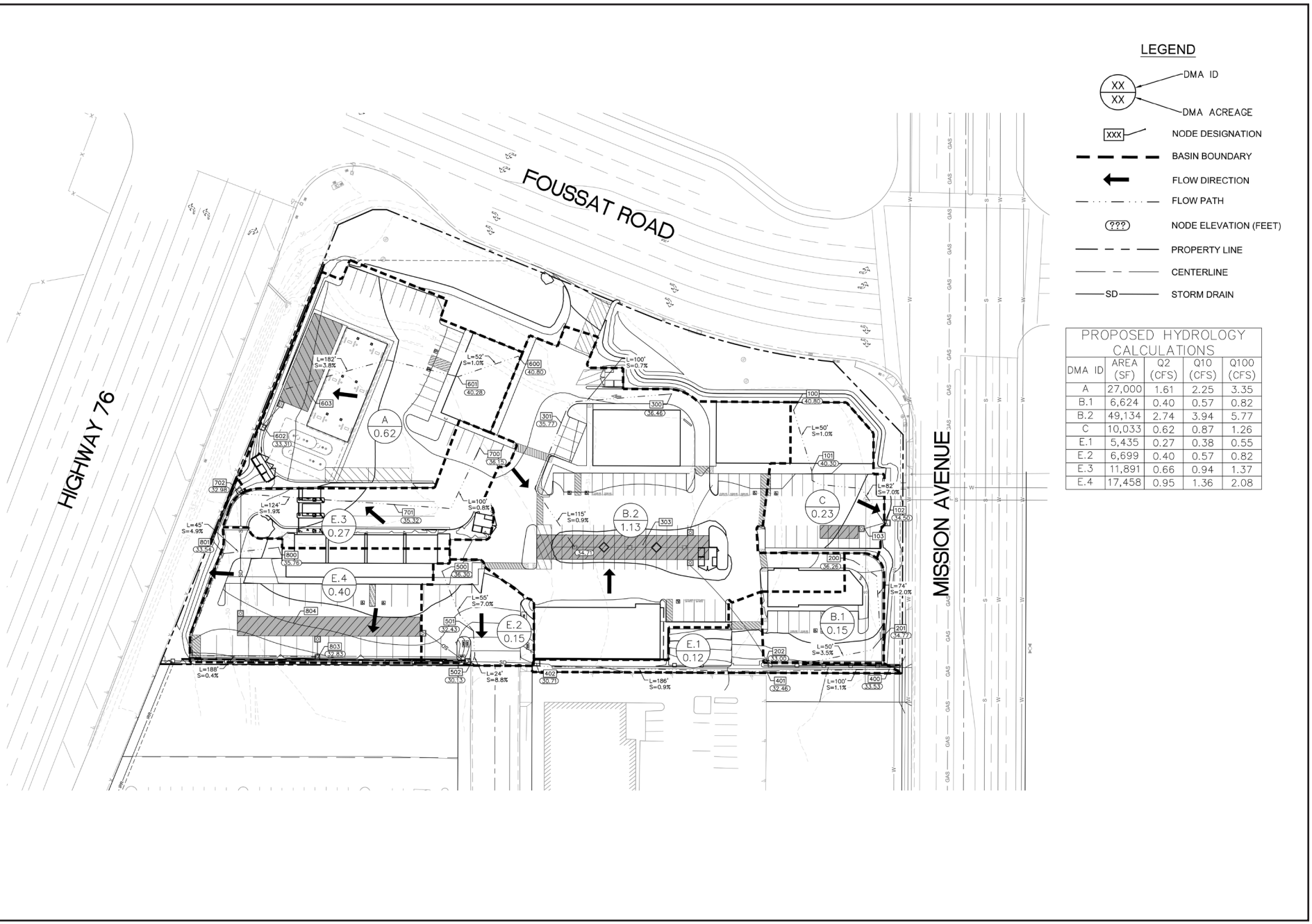
Less than Significant Impact. The project would generate solid waste during construction and operational activities, requiring the consideration of waste reduction and recycling measures. The California Integrated Waste Management Act of 1989 (AB 939) requires that specific waste diversion goals be achieved for all California cities and counties. AB 939 required cities to reduce waste by 50 percent by the year 2000. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the proposed project design. The project would be required to comply with the California Integrated Waste Management Act and the California Solid Waste Reuse and Recycling Access Act to reduce the generation of solid waste. Additionally, AB 341 (2011) established a state goal to reduce, recycle, or compost no less than 75 percent of waste generated by the year 2020. Additionally, Chapter 13, Solid Waste and Recycling, of the City's Municipal Code requires that all recyclable material be separated from solid waste (e.g., recycling for plastics, cans, construction, green material). The City also has the Zero Waste Strategic Management Plan, which requires that the City have a 75 percent diversion rate by 2020. Further, the City also requires compliances with the 2016 Building Codes and Regulations, which includes the CalGreen Building Code requiring that developments recycle construction and demolition material and complete a waste management plan. The City's Building Department verifies compliance with this during the permitting process.

The project is not anticipated to generate a substantial amount of new solid waste. Project conformance with applicable federal, state, and local statutes and regulations related to solid waste

for both construction and long-term operation is anticipated to ensure that project impacts relative to solid waste remain less than significant.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.



PROPOSED HYDROLOGY CALCULATIONS

DMA ID	AREA (SF)	Q2 (CFS)	Q10 (CFS)	Q100 (CFS)
A	27,000	1.61	2.25	3.35
B.1	6,624	0.40	0.57	0.82
B.2	49,134	2.74	3.94	5.77
C	10,033	0.62	0.87	1.26
E.1	5,435	0.27	0.38	0.55
E.2	6,699	0.40	0.57	0.82
E.3	11,891	0.66	0.94	1.37
E.4	17,458	0.95	1.36	2.08

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Source: 2018 Kimley-Horn and Associates, Inc.

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Figure 6
Proposed Drainage

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2.5.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ***AND***

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

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

No Impact. California Government Code, Section 51175-89, directs the California Department of Forestry and Fire Protection to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZs), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities that quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Local Responsibility Areas VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Commission adopted CBC Chapter 7A requiring new buildings in VHFHSZs to use ignition-resistant construction methods and materials. These codes include provisions to improve the ignition resistance of buildings, especially from firebrands. The project site is within a non-VHFHSZ based on the County's Fire Hazard Severity Zone Map (CAL FIRE 2009). Therefore, no impacts from wildfires would occur with development of the site.

Mitigation Measures

The analysis completed for this section indicates that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

2.5.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	☐	☒	☐	☐
b. 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.)	☐	☒	☐	☐
c. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	☐	☒	☐	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Impact Analysis

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

b. 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.)?

Less than Significant with Mitigation Incorporated. The potential for project construction to expose breeding birds to substantial temporary or periodic increases in noise levels would be less than significant with mitigation incorporated. Mitigation Measure BIO-2 would ensure that, if breeding bird species are present during project grading or construction activities, proper measures are implemented (e.g., buffering or noise barriers) to minimize or avoid potential adverse effects on such species. As evaluated in Section 2.5.5, the potential for project construction to cause a

substantial adverse change in the significance of historical and archaeological resources would be less than significant with mitigation incorporated.

Therefore, the project would not 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. Furthermore, the incremental contribution of project-related direct and indirect impacts to the significant cumulative impacts on such resources from other cumulative projects in the region would be cumulatively considerable. However, cumulative project impacts would be less than significant with mitigation incorporated based on implementation of the measures previously listed.

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

Less than Significant with Mitigation Incorporated. The project is required to comply with SDAPCD Rules 52, 54, and 55, which identify measures to reduce fugitive dust control measures during project construction activities. Such measures would ensure that potential short-term fugitive dust impacts on nearby sensitive receptors. Furthermore, the proposed uses of the project are not typically associated with objectionable odors, though odors from gasoline products could be noticeable in the immediate vicinity of the site. The vicinity of the project site contains similar commercial and retail development and is adjacent to SR-76. It is unlikely that the odors from this particular project would be distinguishable from existing sources given the vehicle emissions associated with adjacent roadways in the vicinity of the project site. In addition, the gas station included in the project would be required to meet SDAPCD Rules 61.3.1 and 61.4.1, which require the use and certification of Phase I and Phase II vapor recovery systems. This vapor recovery system would further reduce fugitive VOC emissions that could cause a noticeable odor. Therefore, the project would not generate objectionable odors, and impacts would be less than significant.

The project's cumulative short-term and long-term air quality impacts; long-term criteria air pollutant emissions from project operations; and potential to exceed SDAPCD significance thresholds for GHG emissions or to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions would be less than significant.

With project conformance to standard design and building (e.g., CBC) requirements and SWPPP components, potential exposure of people or structures to substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking and ground rupture; seismic-induced landslide hazards; unstable soils or geologic units; or expansive soils would be less than significant.

Compliance with applicable federal, state, and local regulations pertaining to the handling, storage, and disposal of toxic or hazardous substances would protect human health and safety from potential

exposure to hazardous materials from reasonably foreseeable upset and accident conditions involving releases of such materials into the environment associated with routine transport, use, or disposal of such substances. Such potential hazards would therefore be less than significant.

With implementation of two access driveways and conformance with City design standards for provision of emergency access and circulation, the project would not have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

Due to the location of the site and developed conditions on adjacent lands, the project would not have the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

With implementation of standard construction measures and noise-attenuation BMPs, the potential for project construction to result in substantial temporary or periodic increases in noise above ambient levels and/or exposure of persons to short-term noise levels in excess of applicable standards would be less than significant with implementation of Mitigation Measure NOI-1, NOI-2, NOI-3, and NOI-4. The potential for project construction to expose persons to or to generate excessive groundborne vibration levels would be less than significant. Additionally, the potential for project operations to result in substantial permanent increases in noise above ambient levels and exposure of persons to long-term noise levels in excess of applicable standards would be less than significant.

Therefore, the project would have environmental effects that have the potential for substantial directly or indirectly adverse effects on human beings; however, with project design and implementation of mitigation measures as needed, project impacts can be reduced to a less than significant level with mitigation incorporated.

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Section 3 List of Preparers

3.1 Preparers

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Drainage Report

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Geotechnical Report

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Noise Report

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Transportation Impact Study

Kimley-Horn

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Appendix A. Transportation Impact Study

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Appendix B. Air Quality and Greenhouse Gas Study

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Appendix C. Biological Letter Report

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Appendix D. Cultural Report

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Appendix E. Geotechnical Report

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Appendix F. Phase I Environmental Site Assessment

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Appendix G. Drainage Report

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Appendix H. Noise Study

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