

Sunrise Assisted Living Project

Draft Initial Study/ Mitigated Negative Declaration



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City of Oceanside

Development Services Department • Planning Division

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**Sunrise Assisted Living Project
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ACRONYMS & ABBREVIATIONS

Acronym/Abbreviation	Definition
AB52	Assembly Bill 52
ADT	average daily traffic
afy	acre feet per year
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASTs	above ground storage tanks
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
Cfs	cubic feet per second
CGS	California Geologic Survey
CHRIS	California Historic Resources System
CHSC	California Health and Safety Code
City	City of Oceanside
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Value
CO	Carbon monoxide
County	San Diego County
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
db	decibel
dBA	A-weighted decibels
EDR	Environmental Data Resources, Inc.
EIR/EIS	Environmental Impact Report/Environmental Impact Study
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	Floor area ratio
FEMA	Federal Emergency Management Agency

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse gas
GPA	General Plan Amendment
GPCD	Gallons per capita per day
GWRS	Groundwater replenishment system
HCM	Highway Capacity Manual
HVAC	Heating, ventilation, and air condition
IS	Initial Study
Leq	Equivalent sound level
LIP	Local Implementation Plan
LOS	Level of service
LRA	Local responsibility area
LSTs	Localized Significant Thresholds
M-1	Light Industrial
M-2	Industrial Manufacturing
MERV	Minimum Efficiency Reporting Value
Mgd	million gallons per day
MLD	most likely descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSL	mean sea level
MTCO ₂ e	million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NO ₂	Nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
OPD	Oceanside Police Department
OSHA	Occupational Safety and Health Administration
PM _{2.5}	fine particulate matter
PM ₁₀	Respirable particulate matter
ppm	Parts per million

PPV	Peak particle velocity
Project Site	Sunrise Assisted Living Facility
RA	Resource Area
RCPG	Regional Comprehensive Plan and Guide
RCNM	Roadway Construction Noise Model
RWQCB	Regional Water Quality Control Board
SB18	Senate Bill 18
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SLF	Sacred Lands File
SO ₂	Sulfur dioxide
SRA	State responsibility area
SR-76	State Route 76
SWRCB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic air contaminant
TMDLs	Total maximum daily loads
TTM	Tentative Tract Map
USACE	U.S. Army Corps of Engineers
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	volatile organic compound
WoUS	Waters of the United States
ZC	Zone Change



**Sunrise Assisted Living Project
Initial Study/Mitigated Negative Declaration**

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MITIGATED NEGATIVE DECLARATION

Project Title: Sunrise Assisted Living Project	Reference Application Numbers: P20-00001, D20-00002, CUP20-00002
Lead Agency: City of Oceanside 300 North Coast Highway Oceanside, CA 92054	Contact Person and Telephone No.: Tiffany Chen, Planner II (760) 435-3562
Project Proponent and Address: North County Community Partners, LLC 300 S Harbor Blvd, Suite 808, Anaheim, CA 92805	Contact Person and Telephone No.: Greg McCafferty (714) 606-7208
Project Location: 4700 Mesa Drive, Oceanside APN: 161-511-19-00	
Existing General Plan Designation: 161-511-19-00: General Commercial (GC); Open Space (OS); and Rancho Del Oro Commercial (S-1-84 COM)	Existing Zoning Classification: 161-511-19-00: Limited Commercial (CL); Open Space (OS); and Rancho Del Oro (PD-1)

SECTION 1.0 INTRODUCTION

1.1 Purpose of Environmental Review

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. This Initial Study has been prepared to disclose and evaluate short-term construction related impacts and long-term operational impacts associated with the implementation of the City of Oceanside (City) Sunrise Assisted Living Project (Proposed Project).

Pursuant to Section 15367 of the State CEQA guidelines, City of Oceanside is the Lead Agency and has the principal responsibility of approving and implementing the Proposed Project. As the Lead Agency, the City is required to ensure that the Proposed Project complies with CEQA and that the appropriate level of CEQA documentation is prepared. Through preparation of an Initial Study as the Lead Agency, the City would determine whether to prepare an Environmental Impact Report (EIR), Negative Declaration or Mitigated Negative Declaration (MND). If the Lead Agency finds that there is no evidence that a project activity either as proposed or as modified to include the mitigation measures identified in the Initial Study prior to its public circulation, would not cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration or Mitigated Negative Declaration. Based on the conclusions of this Initial Study, the City has recommended that the appropriate level of environmental documentation for the Proposed Project is a Mitigated Negative Declaration.

1.2 Statutory Authority and Requirements

This Initial Study/Mitigated Negative Declaration has been prepared in accordance with the CEQA, Public Resources Code Section 21000 et seq. State CEQA Guidelines and City of Oceanside CEQA Environmental Procedures.

1.3 Technical Information and Studies

The following technical studies and information have been incorporated in the environmental impact evaluation prepared for the Sunrise Assisted Living Project:

Appendix A – *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, Sunrise Assisted Living Project*, Vista Environmental, August 2020

Appendix B – *Biological Resource Evaluation for Sunrise Senior Living - Oceanside*, Everett and Associates Environmental Consultants, May 2020

Appendix C – *Archaeological and Paleontological Records Searches and Sacred Lands File Search for Sunrise Senior Living, City of Oceanside*, VCS Environmental, July 2020

Appendix D – *Preliminary Geotechnical Investigation, Sunrise of Oceanside 4700 Mesa Drive, Oceanside, California, Geocon, Inc., June 2020*

Appendix E – *Phase I Environmental Site Assessment, Sunrise of Oceanside 4700 Mesa Drive, Oceanside, California, Geocon Inc., September 2019*

Appendix F – *Storm Water Quality Management Plan for Sunrise Senior Living Oceanside, Fuscoe Engineering, Inc., July 2020*

Appendix G – *Preliminary Hydrology Study, Sunrise Senior Living of Oceanside, Fuscoe Engineering, June 2020*

Appendix H – *Noise Impact Analysis, Sunrise Assisted Living Project, City of Oceanside, Vista Environmental, July 2020*

Appendix I – *Transportation Impact Study, Sunrise of Oceanside, Linscott, Law & Greenspan, Engineers, July 2020*

SECTION 2.0 EXISTING SETTING

2.1 Regional Setting

The Project Site is located within the City of Oceanside which covers approximately 42.18 square miles in the northwestern area of San Diego County, California. Adjacent areas include the Cities of Vista and Bonsall to the east; the Cities of Carlsbad and San Marcos to the south; Marine Base Camp Pendleton to the north; and the Pacific Ocean to the west (**Figure 1 – Regional Vicinity Map** and **Figure 2 – Project Vicinity Map**).

2.2 Existing Site Conditions

The Project Site (APN 161-511-19-00) is 14.24-acres and consists of Lot ‘D’, which encompasses the western portion of the Project Site, and Parcel B, which encompasses the eastern portion of the Project Site (**Figure 3 – Existing Site Plan**). The Project Site is located south of Frazee Road, west of Avenida de La Plata, north of Mesa Drive, and east of College Boulevard in the City of Oceanside (**Figure 2 – Project Vicinity Map**). The Project Site contains an existing church, parking lot, playground, and two vacant land areas located on the east and west side. The church, playground, and the vacant land area are on the westerly portion of the Project Site, in Lot ‘D’. The existing paved parking lot on the middle of the Project Site and the second vacant land area in the easterly portion of the Project Site, in Parcel B. The parking lot area and internal access road from the easterly gated entryway to the parking lot area are paved. Vehicular access to the Project Site is available through a westerly and easterly gated entryway on Mesa Drive. The Project Site can be accessed by State Route (SR) 76 approximately 1.7 miles to the north.

The Project Site has three (3) General Plan designations and three zoning classifications. Lot ‘D’ General Plan designation is S-1-84 (COM) (Rancho Del Oro Specific Plan – Commercial), and zoning classification is PD-1 (C) (Planned Development District - Planned Commercial). Parcel B General Plan designations are GC (General Commercial) and OS (Open Space) and zoning classifications are CL (Limited Commercial) and OS (Open Space) as shown in Table A- *Project Site Existing General Plan and Zoning*. Topography on the Project Site is generally flat at approximately 362 feet above mean sea level with a moderate slope down to the property line adjacent Mesa Drive and College Boulevard. Runoff from the Project Site ultimately drains to Mesa Dive or College Boulevard and routed to Talone Lake before ultimately discharging to the lower San Luis Rey River and the Pacific Ocean.

Table A – Project Site Existing General Plan and Zoning

	Acres	General Plan	Zoning
Lot ‘D’	6.84	S-1-84 (COM)	PD-1 (C)
Parcel ‘B’	7.40	GC and OS	CL and OS

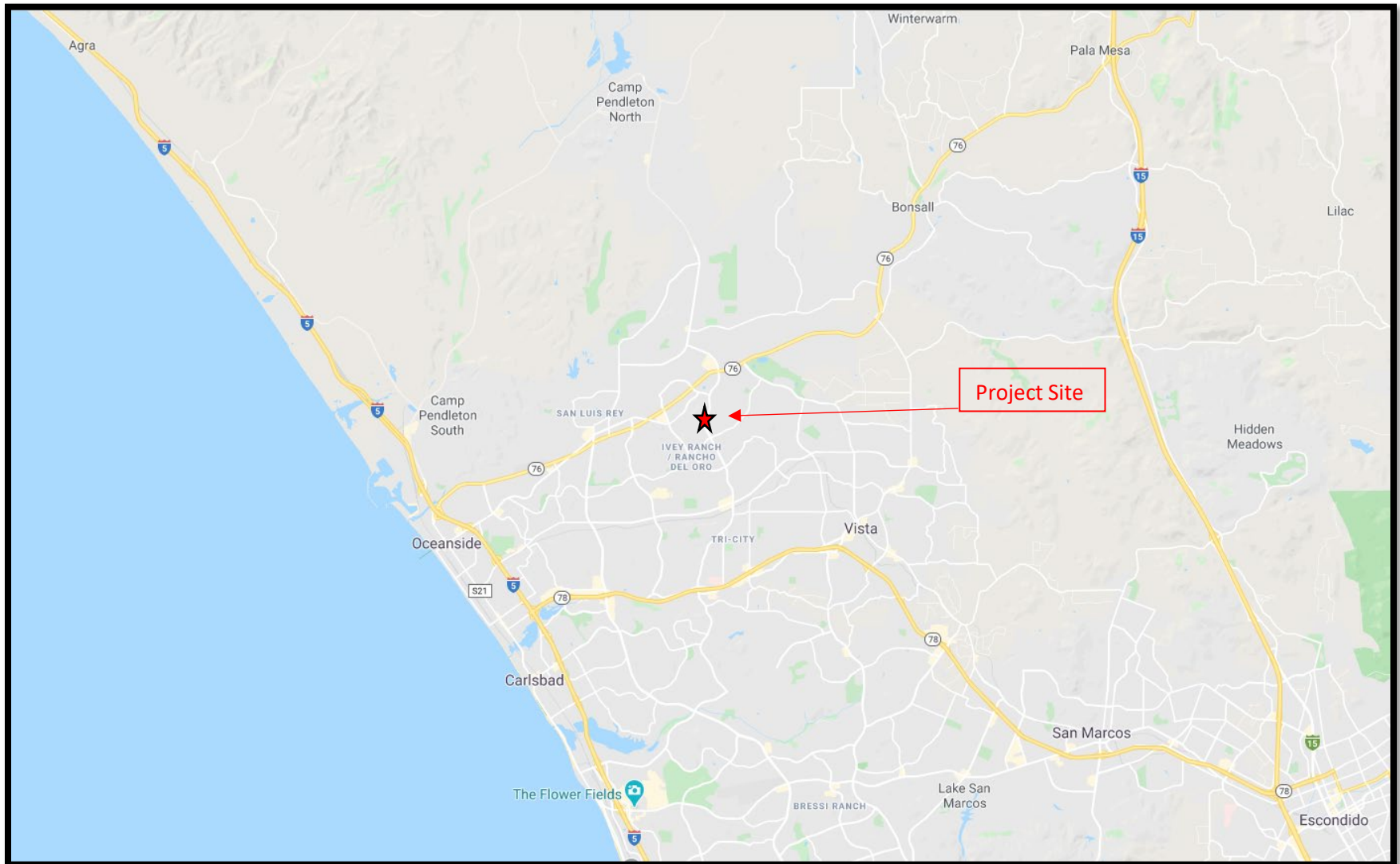


Figure 1: Regional Vicinity Map

Source: Google

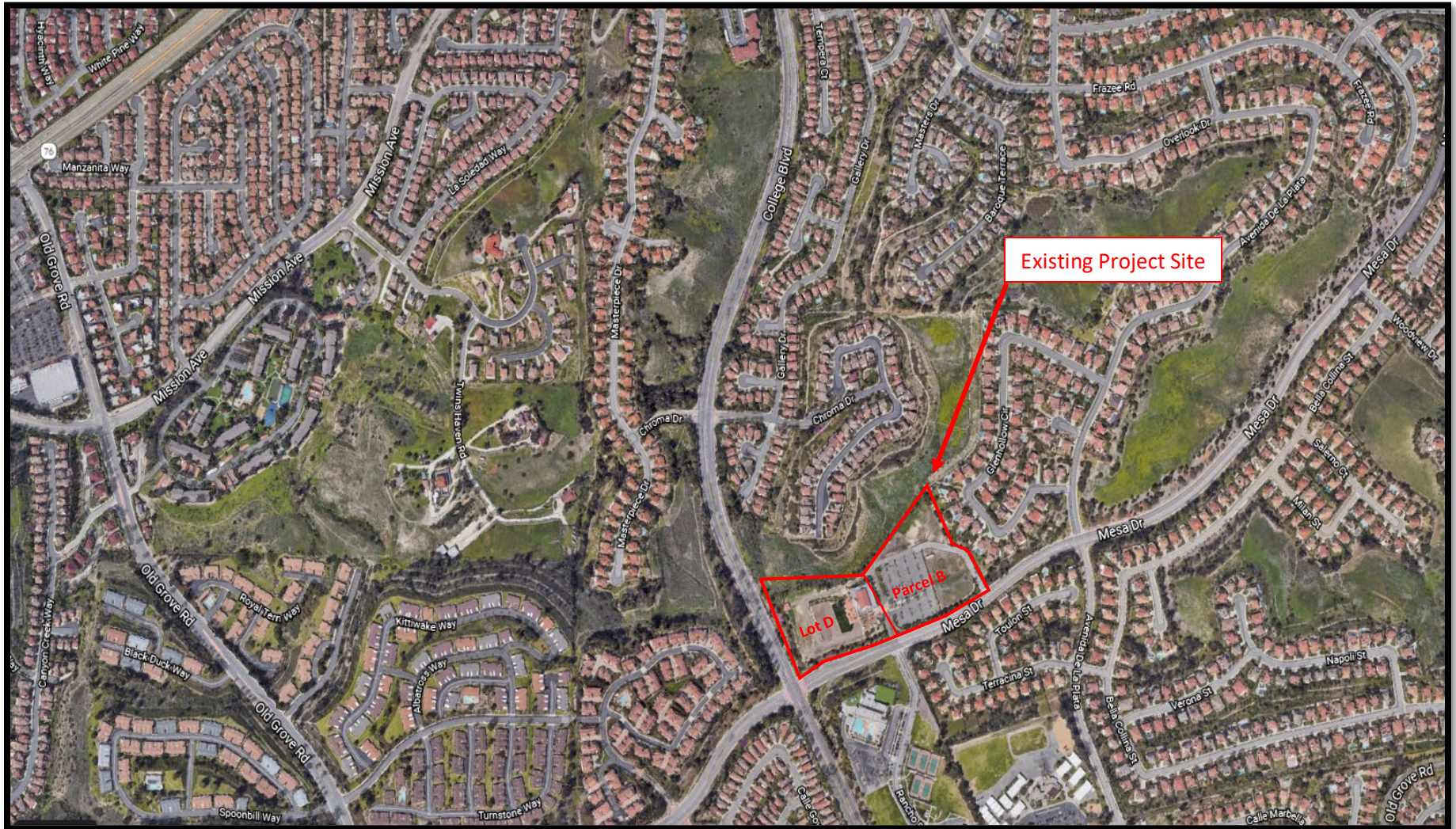


Figure 2: Project Vicinity Map
Source: Google

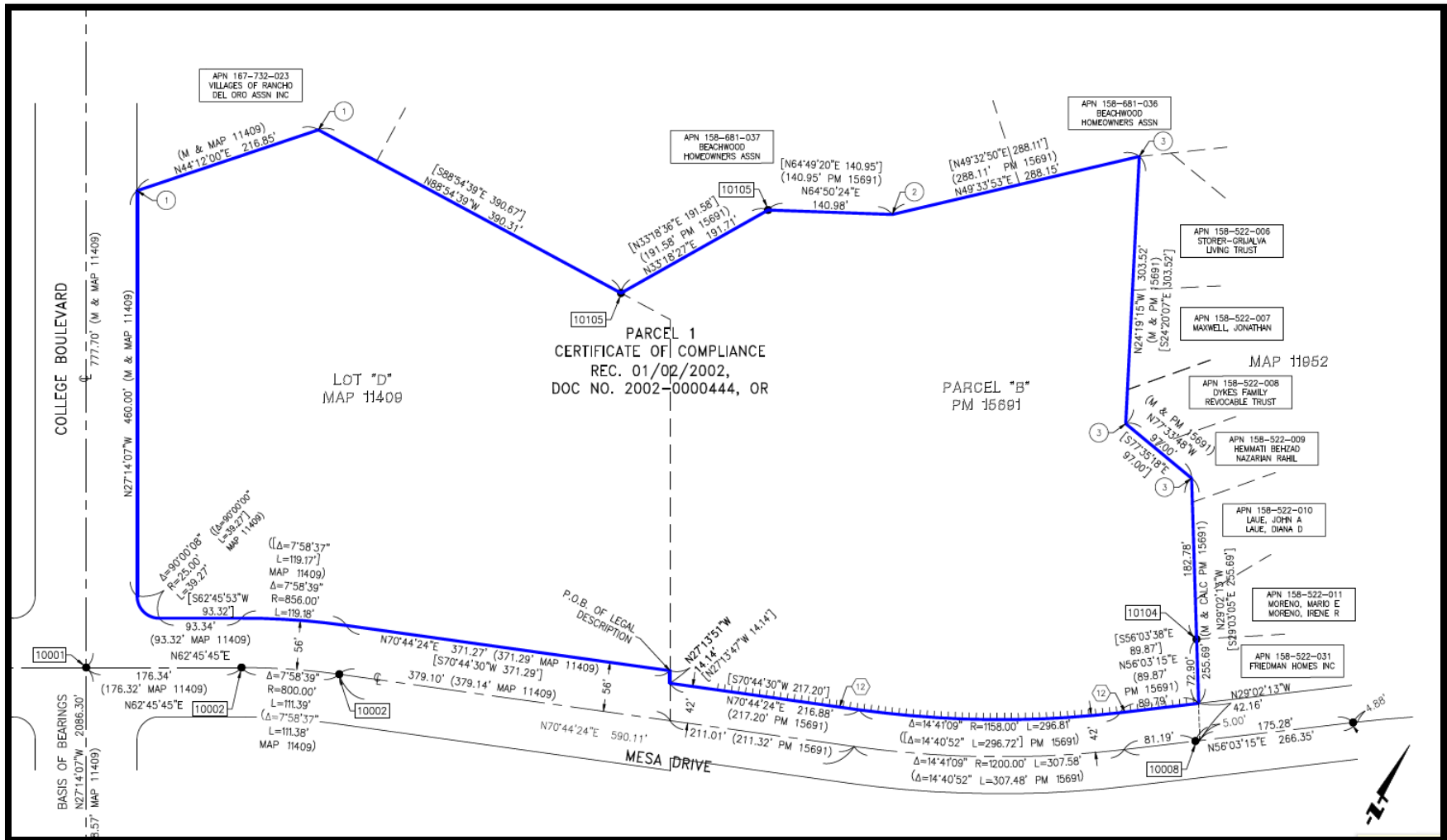


Figure 3: Existing Site Plan

Source: Fuscoe Engineering

SECTION 3.0 PROJECT DESCRIPTION

3.1 Project Site Location and Boundaries

The 14.24-acre Project Site (APN 161-511-19-00) is comprised of two areas; the western half identified as Lot 'D' per Map 11409, and the eastern half identified as Parcel 'B' per Parcel Map 16691 (**Figure 3 – Existing Site Plan**). The Project Site is located south of Frazee Road, west of Avenida de La Plata, directly north of Mesa Drive, and directly east of College Boulevard in the City of Oceanside (**Figure 2 – Project Vicinity Map**). The Project Site can be accessed by State Route (SR) 76 approximately 1.7 miles to the north via the Frazee Road exit.

The Applicant proposes to develop a 90-unit, 115 bed, 78,100 square foot senior assisted living and memory care facility on the vacant area located on the eastern portion of Parcel 'B' of the Project Site. This area would be separated from Parcel B via subdivision and create a new Parcel 'C' as a part of the Proposed Project, as shown in Table B –*Project Site Land Use and Acreages* and **Figure 4 – Proposed Project Site**.

Table B – Project Site Land Use and Acreages

Existing	Acres	General Plan	Zoning
Lot 'D' (Map 11409)	6.84	S-1-84 (COM)	PD-1 (C)
Parcel 'B' (PM 16691)	7.40	GC and OS	CL and OS
Total	14.24	-	-
Proposed	Acres	General Plan	Zoning
Lot 'D' (Map 11409)	6.84	S-1-84 (COM)	PD-1 (C)
Parcel 'B' (PM 16691)	4.48	GC and OS	CL and OS
Parcel 'C'	2.94	GC	CL
Total	14.24	-	-

The Project Site is identified by only one APN. Lot 'D' of the Project Site contains an existing church, playground, and vacant land area located on the west side of the Project Site. Lot 'B' of the Project Site contains the parking lot area for the church use located on Lot 'D'; two covered parking accessory structures which house solar panels; landscape and hardscape improvements; a temporary awning; and vacant land area on the east side of the Project Site (**Figure 3 – Existing Site Plan**). The existing parking lot area obtains access via two driveways. The primary access is via a paved, gated two-lane driveway centrally located on the Project Site. A secondary access is via an internal access road from a paved, gated entryway located at the southeastern frontage. Most of the primary driveway is located on Lot 'D'; however, a small portion crosses onto Parcel 'B'. The secondary driveway access is wholly on Parcel 'B'. Both driveways take access from Mesa Drive.

General Plan and Zoning

The Project Site has three (3) General Plan designations and three zoning classifications. Lot 'D' has a General Plan designation of S-1-84 (COM) (Rancho Del Oro Specific Plan – Commercial), and zoning classification of PD-1 (C) (Planned Development District - Planned Commercial). Parcel 'B' has a General Plan designation of GC (General Commercial) and OS (Open Space) and zoning classification of CL (Limited Commercial) and OS (Open Space), as shown in Table B and **Figure 5 – General Plan Land Use and Zoning Designations**.

3.2 Environmental Setting and Surrounding Land Uses

The Project Site is developed with the Lighthouse Christian Church and accompanying ancillary improvements, such as parking area and landscape. A portion of the Project Site is currently vacant, open disturbed area comprised mostly of compacted decomposed granite (**Figure 4 – Proposed Project Site**). Existing vegetation on the Project Site is maintained, including frequent mowing. An existing CMU wall and fence is located along the eastern edge of Parcel 'B'. An existing retaining wall is located at the southeastern corner of Parcel 'B'.

Topography on the Project Site is gently sloping to the north-northwest and at approximately 360 feet above mean sea level with. Moderate slopes are located at the property boundaries which slope downward to College Boulevard and Mesa Drive. The Project Site was cleared and graded at the time of the church's development (Appendix B). There are areas of slopes and ravines at the northwest portion of the site that slope moderately and transition into a canyon slope located offsite, to the north. The south edge of the site contains a landscaped, moderate slope down to Mesa Drive. The northeastern edge of the property maintains a 2:1 landscaped slope down from the adjacent residential lots.

At the location of the proposed senior living facility, the area is relatively flat with a general directional drainage flow of west to east. The southern edge slope down to Mesa Drive has a portion of the slope which drains into a concrete v-ditch that then curb drains out to Mesa Drive. The remainder of the slope sheet flows off-site. A portion of the existing paved church parking lot drains toward the area proposed senior living facility site and the new development would include openings to allow the parking lot drainage to continue, unimpeded. At the location of the proposed western parking lot, the area is relatively flat and drains primarily toward Mesa Drive to the southeast, and College Boulevard to the west. There is no apparent storm drain system within the proposed development portions of the property (other than a low-flow area drainpipe within the church area), and no public storm drain exists adjacent to the senior living facility within Mesa Drive. Most of the proposed development area consists of an earthen, graded area, with a driveway traversing around the senior living facility site.

Surrounding land uses include single-family residential and open space to the north, single-family residential to the east and north, multifamily residential to the west, and the Joe and Mary Mottino Family YMCA to the south.

3.3 Proposed Project

The Proposed Project involves the construction and operation of a 90-unit, 115 bed, 78,100 square foot senior assisted living and memory care facility to be operated by Sunrise Senior Living, on the vacant easterly portion of Parcel 'B' of the Project Site. Parcel 'B' would be subdivided into two (2) parcels. Parcel 'B' would include the existing paved parking lot and new Parcel 'C' would include the easterly portion of the Project Site, where the proposed senior assisted facility and memory care facility would be constructed. The Proposed Project also includes the relocation of 68 parking stalls from the existing paved church parking lot on proposed Parcel 'C' to Lot 'D', on the west side of the church. On Parcel B, a portion of the existing paved parking area would be removed (**Figure 3 – Existing Site Plan**).

Project Characteristics

The Sunrise Facility and associated improvements would be wholly contained on proposed Parcel 'C', which is proposed at 2.94 acres (128,263 SF) (**Figure 6 – Sunrise Facility Site Plan**). The Sunrise Facility is both an assisted living and memory care unit totaling 90 senior assisted living units with 115 beds, within a two story, 78,100 square feet (SF) building. The Sunrise Facility would include the installation of a backup diesel-powered generator approximately 200k W247 horsepower. The building would include studio, one- and two-bedroom (shared) units, consisting of a living area, bathroom, and a small refrigerator with sink. The units would not contain kitchens or cooking facilities. The Project would also include richly appointed common areas such as a grand foyer, parlor, bistro, private dining room and facility kitchen, as well as general dining, activity and staff rooms (**Figure 7 – Conceptual Floor Plans (First Floor)** and **Figure 8 – Conceptual Floor Plans (Second Floor)**).

A part of the Sunrise Facility's proposed location would result in the removal of 68 parking spaces located on the eastern edge of the church's paved parking lot. These 68 parking spaces would be relocated to the western side of the Project Site, west of the existing church building. A paved road would connect at the northwestern corner of the existing paved parking lot on Parcel 'B' to the proposed western paved parking lot.

Design/Architecture

The Proposed Project would be of a suburban residential design compatible with its surroundings and site topography. The building would be two-stories to blend in with the surrounding community. The proposed building's exterior would consist of a mixture of shingle siding and stucco finishing, brown, white, and taupe paint color, stone veneering, asphalt shingles, and wood privacy fencing (**Figure 9 – Conceptual Elevations** and **Figure 10– Conceptual Exterior Finishes**).

Landscaping and Open Space

The Proposed Project would involve 46,064 SF (1.06 acres) of landscaped area on new Parcel 'C' (**Figure 11 – Conceptual Landscape Plan**). The east and south property boundaries would include

sloped planting areas with new and existing trees and ground cover. The west property boundary would contain a detention basin and landscaped buffer with screening trees. A secondary detention basin would be located on the southern property boundary within landscaped area. The north property boundary would be heavily landscaped, except for the northwestern corner which would contain a proposed trash enclosure and transformer enclosure. The proposed trash enclosure would be designed to complement the primary structure's architecture, with matching stucco exterior (**Figure 12 – Conceptual Trash Enclosure**).

The Sunrise Facility would include an interior courtyard area containing outdoor amenities such as soft seating with coffee tables, raised vegetable garden with walker and wheelchair access, outdoor dining tables, and shaded seating areas. An "outer" courtyard area would be located at the rear of the proposed facility, in the northeastern corner of Parcel 'C'. This area would contain a small covered patio with looped walking path and be fully enclosed by an 8-foot wood privacy fence and gate (**Figure 11 – Conceptual Landscape Plan**).

Parking and Circulation

The City of Oceanside's Zoning Ordinance requires one (1) parking space per three (3) beds and an additional two loading spaces, for a total of 39 required parking spaces. The Project Site contains an existing paved roadway on the eastern area which would be demolished for the proposed Sunrise Facility (**Figure 3 – Existing Site Plan**). The eastern edge of the existing church parking lot would also be demolished, resulting in the removal of 68 parking spaces (**Figure 4 – Proposed Project Site**). The Sunrise Facility would provide a total of 47 on-site parking spaces within the bounds of new Parcel 'C'. Access for the proposed facility would be provided via a curb cut at the south end of new Parcel 'C' off Mesa Drive. This driveway would provide circulation to an entry roundabout drop off at the front entrance of the Sunrise Facility. The curb located directly across from the entry roundabout area would be red for fire access (**Figure 13 – Conceptual Fire Master Plan Modifications (1)**). Past the roundabout drop off area, the drive aisle would continue with 13 parking spaces (including accessible spaces) located immediately on either side. The drive aisle would continue to the Sunrise Facility parking lot containing 34 proposed parking stalls. The eastern side of the drive aisle would contain a proposed red curb for fire access (**Figure 14 – Conceptual Fire Master Plan Modifications (2)**). The proposed parking lot would contain two driveways which connect to Parcel 'B' and provide circulation access to the existing church's paved parking lot. The northern driveway would be gated. The northeastern side of the proposed parking area would be designated as a loading zone.

A proposed two-way, paved internal roadway would connect to the proposed western parking lot which would serve as replacement parking for the 68 spaces removed as a part of the Sunrise Facility development. The internal roadway would connect to the existing church parking lot at the northwest corner. The internal road's terminus would contain a turnaround and drop off area, adjacent to the existing church playground. The 68 parking spaces would be provided via two rows of angled parking, with one-way circulation. The curb located directly south of the proposed parking area would be designated as red curb for fire access. All circulation and parking improvements associated with the Proposed Project would total 74,930 SF of new AC pavement.

All on-site circulation of parking areas, internal roadways, and parking spaces would be per the City of Oceanside's engineering standards.

Signage and Lighting

For identification purposes, a monument sign would be located on the Mesa Drive frontage of new Parcel 'C'. The proposed sign would be 5'-6" in height by 5'-0" wide. The sign design would complement the proposed design of the primary structure and include a stone veneer base, wooden posts, and one-sided wood sign copy (**Figure 15 – Conceptual Monument Sign**).

Lighting for the area of new Parcel 'C' would consist of 22 pole lights for the internal drive aisle and parking areas, bollard mounted lighting for exterior walkways, and recessed, wall and pendant lighting on the exterior of the structure (**Figure 16 – Conceptual Photometric Plan**).

Operational Characteristics

Staffing for the Project consists of administrative, sales, operations, and maintenance staff spread over three shifts.

Subdivision

The Proposed Project would involve the subdivision of Parcel 'B' and create a new lot on the eastern edge of Parcel 'B' designated as Parcel 'C' (**Figure 4 – Proposed Project Site**). All the improvements for the Sunrise Facility would occur on proposed Parcel 'C'. Lot 'D' would remain unchanged in size.

Demolition

The demolition phase would consist of demolishing 30,500 square feet of pavement on proposed Parcel 'C'. The pavement was assumed to be an average of 4-inches thick and weigh 145 pounds per square foot, which results in 737 tons of pavement that would be removed from the Project Site and would require a total of 73 haul truck trips (average 3.7 haul truck trips per day).

Grading and Utilities

Grading activities would result in exporting 7,300 cubic yards of material from the Project Site. This includes approximately 2,065 cubic yards of material from the proposed relocation of the parking lot to Lot "D" and approximately 5,235 cubic yards from the proposed location for the senior assisted living facility on proposed Lot "C". The export of material would require a total of 912 haul trips or an average of 45.6 haul truck trips per day over the four week grading period (delivery of one load of dirt creates two trips, one to the Project Site and one leaving the Project Site). The onsite equipment would consist of one excavator, one grader, one rubber-tired dozer, and three of either tractors, loaders, or backhoes. The grading activities would require 15 worker trips per day. To account for water truck emissions, six daily vendor truck trips were added to the grading phase.

All utilities would be installed to serve the Project Site, including the water, sewer, and stormwater (**Figure 17 – Conceptual Utility Plan**). The Proposed Project would connect to existing water mains that are serviced by the City’s Water Utilities Department. The Project Site is served by an existing public sewer system. Existing water and sewer mains are located within Mesa Drive. The Proposed Project would connect to an existing 10-inch domestic water line and connect to an existing 8-inch sanitary sewer line within Mesa Drive. A private stormwater runoff system would be included as a part of the Proposed Project on Parcel ‘C’. Two (2) detention basins would capture stormwater runoff from Parcel ‘C’ to contain and treat runoff before being discharged onto Mesa Drive (Appendix G). A fire hydrant would be installed at the western edge of the Mesa Drive access driveway to Parcel ‘C’ and connect to the existing 10-inch water main within Mesa Drive.

Off-Site Improvements

The Property Owner/Developer will complete a 2” grind and overlay of the pavement along Mesa Drive fronting the proposed Sunrise Assisted Living Facility property on Parcel C.

3.4 Construction Phasing and Schedule

Construction activities would start around February 2021 and take approximately 15 months to complete. Since the Project Site is currently developed, the site preparation activities that consist of removal of rocks and tree stumps would not be required during construction of the Proposed Project. The following are phases of construction anticipated:

- Demolition – The demolition phase would begin in February 2021 and occur over four weeks. The demolition phase would consist of demolishing the existing paved driveway and parking area that is located on proposed Parcel ‘C’, which would result in approximately 30,500 square feet of pavement on the Project Site needing to be demolished. The pavement is estimated to be an average of 4-inches thick and weigh 145 pounds per square foot, which results in 737 tons of pavement that would be removed from the Project Site and would require a total of 73 haul truck trips (average 3.7 haul truck trips per day). Demolition activities would require 13 worker trips per day. In order to account for water truck emissions, six vendor truck emissions were added to the demolition phase. The onsite equipment would consist of one concrete/industrial saw, three excavators, and two rubber-tired dozers.
- Grading - The grading phase would occur after completion of the demolition phase and occur over four weeks. Approximately 7,300 cubic yards of material would be exported from the Project Site during grading, which would require a total of 912 haul trips or an average of 45.6 haul truck trips per day over the four week grading period (delivery of one load of dirt creates two trips, one to the Project Site and one leaving the Project Site). The onsite equipment would consist of one excavator, one grader, one rubber-tired dozer, and three of either tractors, loaders, or backhoes. The grading activities would require 15 worker trips per day. In order to account for water truck emissions, six daily vendor truck trips were added to the grading phase.

- Building Construction - Building construction would occur after the completion of the grading phase and occur over 11 months. The building construction would require up to 88 worker trips and 18 vendor trips per day. Onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator set, one welder, and three of either tractors, loaders, or backhoes.
- Paving - Paving activities would occur after the completion of the building construction phase and occur over four weeks. The paving phase would require up to 15 worker trips per day. Onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers.
- Application of Architectural Coatings - Application of architectural coatings would occur after the completion of the paving phase and occur over eight weeks. The architectural coating phase would cover 158,153 square feet of residential interior area, 52,718 square feet of residential exterior area, and 2,808 square feet of parking area which would include striping of the parking lots, painting of signs, and other architectural coatings in public areas. The architectural coating phase would require up to 18 worker trip per day. The onsite equipment would consist of one air compressor.

3.5 Off-site Improvements

Improvements within the public right-of-way would include the closure of the existing curb cut at the southeast corner of the Project Site and construction of a new curb cut for an access driveway to Parcel 'C' on Mesa Drive. Sidewalk, curb, and gutter would be constructed to City standards where the driveway closure occurs. A fire hydrant would be installed at the western edge of the Mesa Drive access driveway to Parcel 'C'.

3.6 Discretionary Actions

The Applicant is requesting approval of the following entitlements for the Proposed Project:

- CUP20-00002: A Conditional Use Permit (CUP) to permit an assisted living facility ("Residential Care"). The Project Site has a Commercial Limited zoning designation, which permits Residential Care. General uses with approval of an Administrative Conditional Use Permit. The Project Site is compatible with the surrounding residential uses and all operations associated with the use can be accommodated on site, including parking and emergency access.
- P20-00001: A Tentative Parcel Map (P) to subdivide APN 161-511-19-00 to separate the existing church use and the proposed Senior Assisted Living development and to revise the access rights that are currently relinquished along the proposed parcel's frontage on Mesa Drive to relocate the existing easterly driveway further west as shown on the site plan; and
- D20-00002: A Development Plan (D) to permit an assisted living facility ("Residential Care") per the City's Municipal Code, projects in "C" Districts on sites of two acres or more involving new construction, all additions of more than 2,500 square feet of floor area on sites of two acres or more, and any exterior alterations to existing buildings or building complexes greater than or equal to 10,000 square feet of floor area shall be reviewed by the Planning Commission.

3.7 Other Public Agencies Whose Approval is Required (Responsible or Trustee Agencies):

The Initial Study/Mitigated Negative Declaration prepared for the Sunrise Assisted Living Project would be used as the supporting CEQA environmental documentation for the following approvals and permits:

1. N/A

3.8 AB 52 - Native American Tribe Consultation

The Sacred Lands File (SLF) records search was positive indicating a sacred land record is within a half mile radius or within the Project Site. The NAHC recommended to contact La Jolla Band of Luiseño Indians and the San Luis Rey Band of Mission Indians regarding the positive result. The NAHC provided a consultation list of 19 Native American tribes that are traditionally and culturally affiliated with the geographic area of the Project Site. The Lead Agency prepared consultation invitation letters to the Native American Tribes on the NAHC list and were mailed on June 25, 2020. The City received a response from one tribe. A summary of the consultation is provided in Section 5.18, Tribal Cultural Resources.

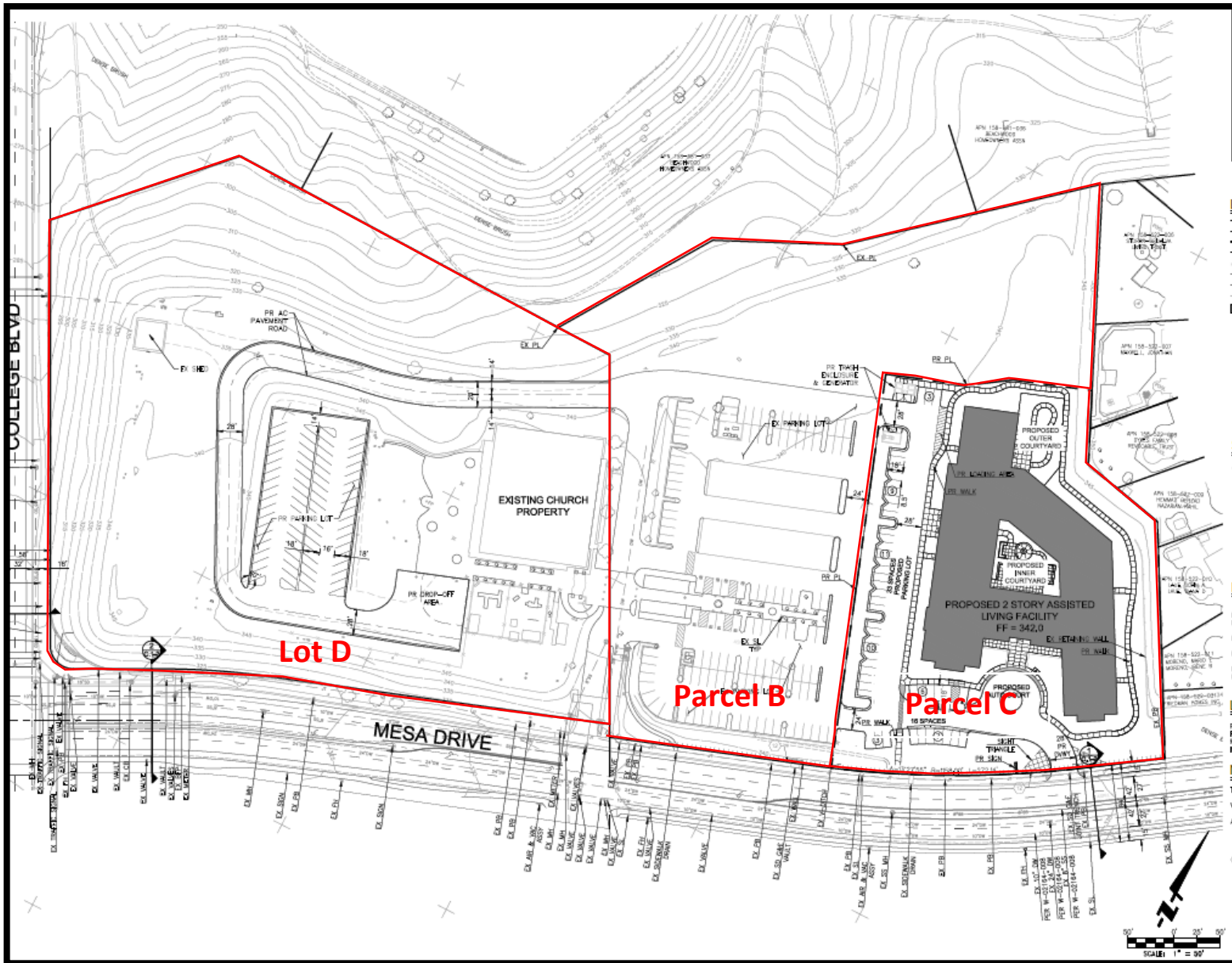


Figure 4: Proposed Project Site

Source: HPI Architecture



General Plan Land Use Designations



Zoning Designations

Figure 5: General Plan Land Use and Zoning Designations

Source: City of Oceanside Land Use and Zoning Map Viewer

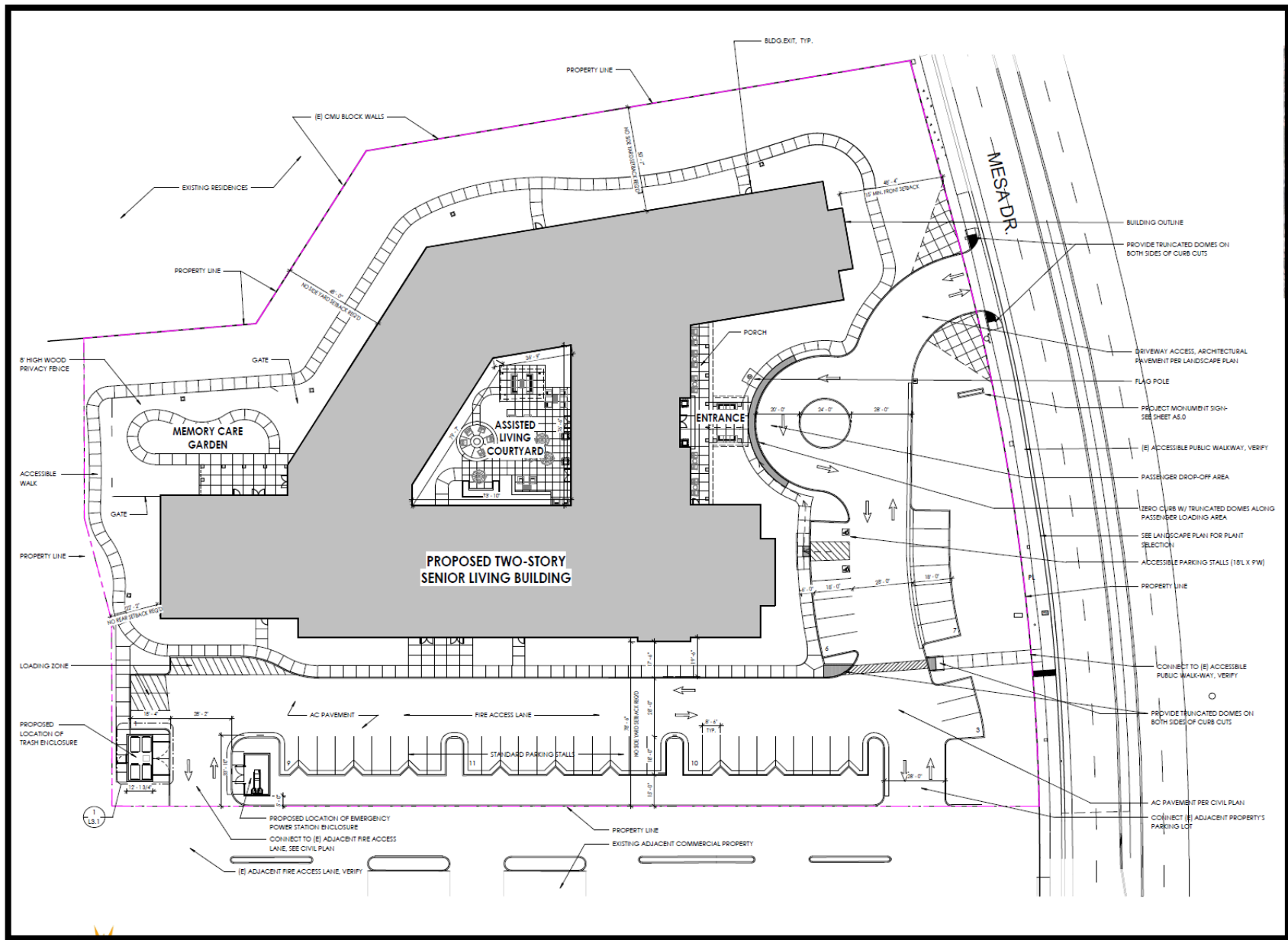


Figure 6: Sunrise Facility Site Plan

Source: HPI Architecture

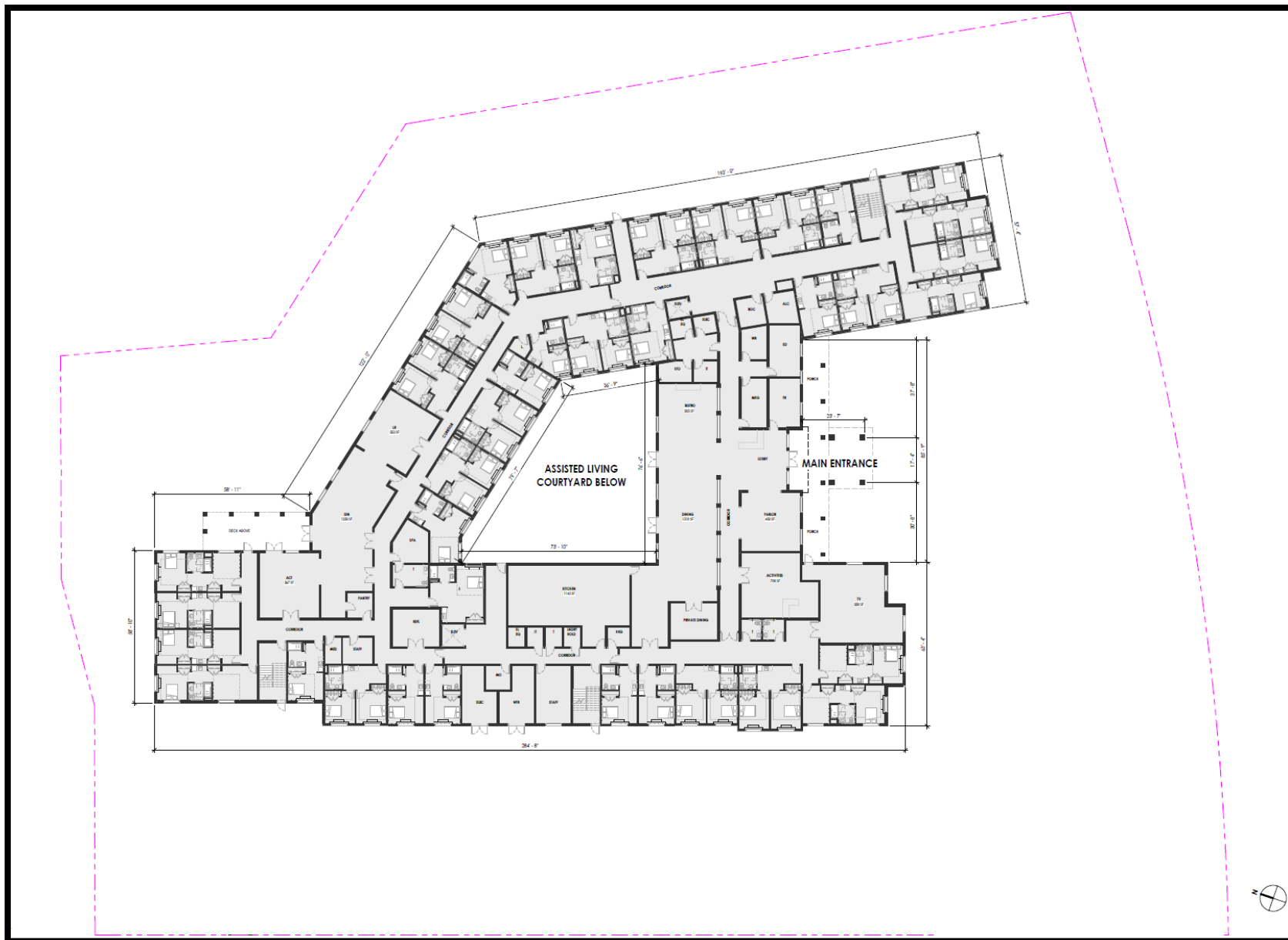


Figure 7: Conceptual Floor Plan (First Floor)

Source: HPI Architecture



Figure 8: Conceptual Floor Plan (Second Floor)

Source: HPI Architecture



Figure 9: Conceptual Elevations

Source: HPI Architecture



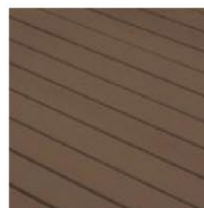
① **SIDING**
Woodstock Brown



② **SIDING**
Cobble Stone



③ **SHINGLE SIDING**
Cobble Stone



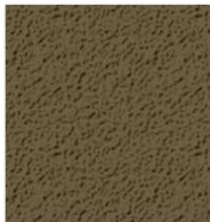
⑪ **PERIMETER FENCE**
Wood Privacy Fence
Stained-autmn Brown



⑫ **STONE VENEER**
-Eldorado Stone
-Rough Cut- Autumn Leaf



⑬ **ASPHALT SHINGLE**
Driftwood
Landmark



④ **EXTERIOR STUCCO FINISH**
Match Woodstock Brown
siding color



⑤ **EXTERIOR STUCCO FINISH**
Match Cobble Stone
siding color



⑥ **EXTERIOR STUCCO FINISH**
Omega Colortek
10 Omega White



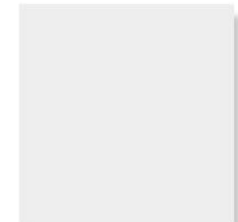
⑦ **PAINT COLOR 01**
Match Woodstock Brown
siding color



⑧ **PAINT COLOR 02**
Match Cobble Stone
siding color



⑨ **TRIM COLOR**
Monterey Taupe



⑩ **PAINT COLOR 03**
SHERWIN WILLIAMS
High Reflective White

Figure 10: Conceptual Exterior Finishes

Source: HPI Architecture

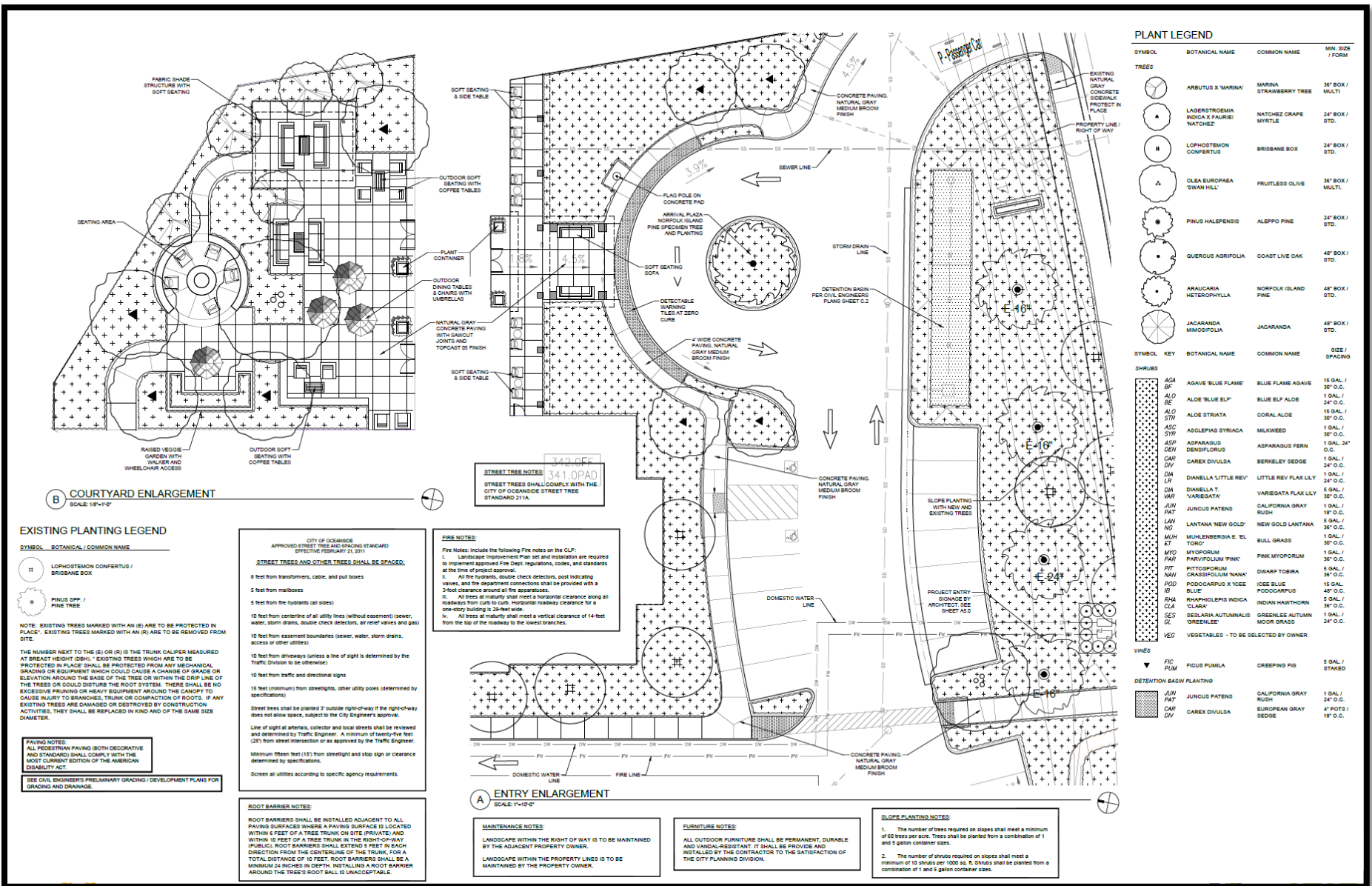


Figure 11: Conceptual Landscape Plans

Source: HPI Architecture

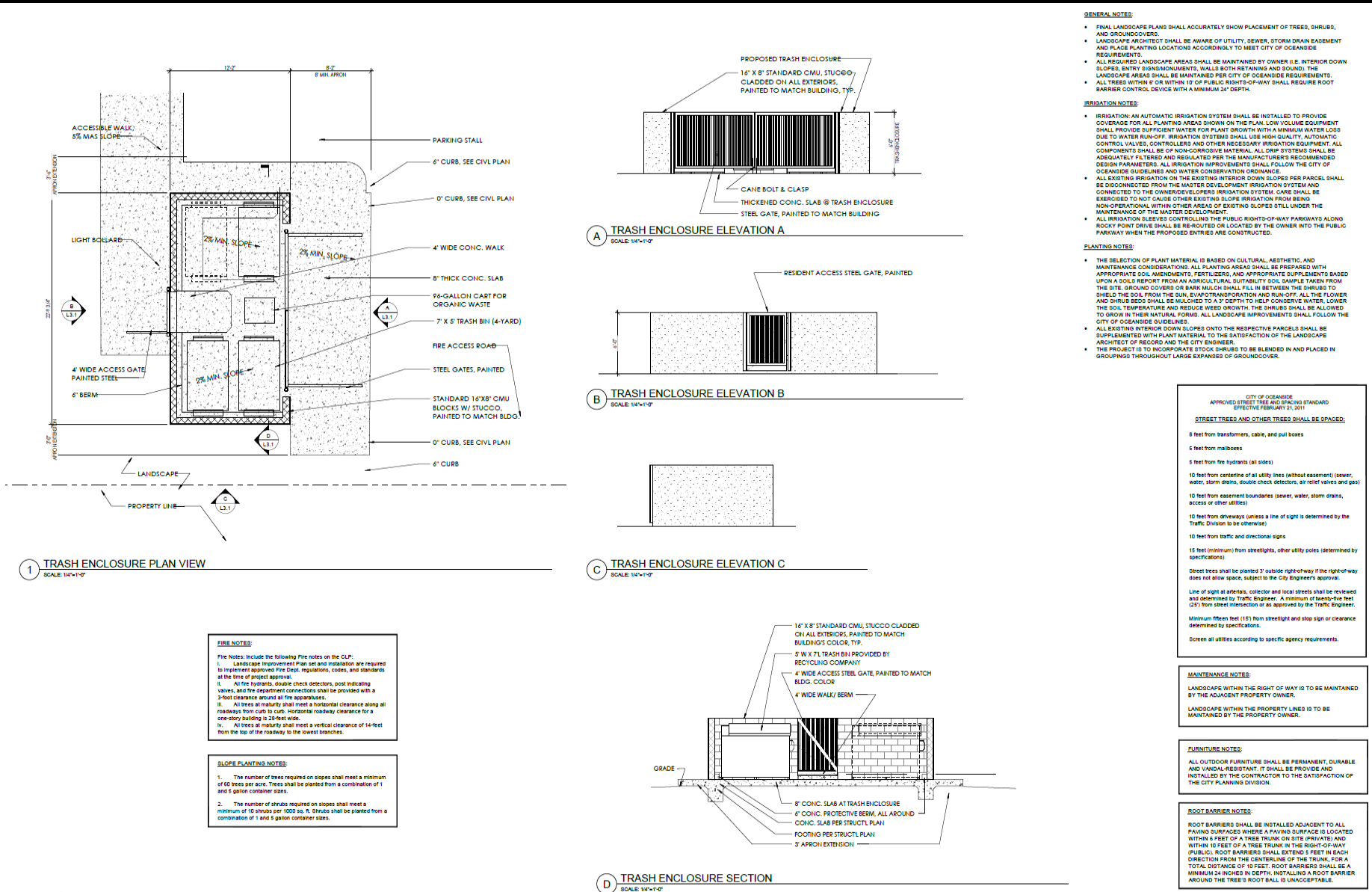


Figure 12: Conceptual Trash Enclosure

Source: HPI Architecture

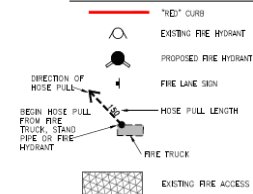
BUILDING DATA

TOTAL BUILDING AREA: 78,172 SF
CONSTRUCTION TYPE: III-A
OCCUPANCY: 901 (NON-SEPARATE USE, ASSISTED LIVING FACILITY)
STORY: 15-LIMITED COMMERCIAL
SPRINKLERS: YES, FULLY SPRINKLERED
2016 CALIFORNIA FIRE AND BUILDING CODES

PROJECT SCOPE

PROPOSED 2 STORY ASSISTED LIVING FACILITY.
ELEVATIONS INDICATED ARE HEADLINE
ASSESSORS PARCEL NUMBER: A PORTION OF 161-911-019

LEGEND



CITY OF OCEANSIDE FIRE DEPARTMENT NOTES:

INSPECTION REQUIREMENTS - BUILDINGS UNDER CONSTRUCTION

1. SITE INSPECTIONS ARE REQUIRED FOR THIS PROJECT. PLEASE SCHEDULE ALL FIELD INSPECTIONS AT LEAST 24 HOURS IN ADVANCE. CALL THE OCEANSIDE FIRE PREVENTION BUREAU AT (760) 435-4101, MONDAY THROUGH FRIDAY.
2. A LUMBER DROP INSPECTION SHALL BE PERFORMED PRIOR TO BRICKING COMBUSTIBLE MATERIALS OR COMBUSTIBLE INSULATION AND FINISHES FOR STRUCTURES OF NON-COMBUSTIBLE CONSTRUCTION. WRITE ALL-WEATHER ACCESS ROADS CAPABLE OF SUPPORTING 70,000 LBS. TOPPED WITH ASPHALT, CONCRETE, OR EQUIVALENT SHALL BE IN PLACE AND HYDRANTS SHALL BE OPERATIONAL AT TIME OF LUMBER DROP INSPECTION.
3. FOR PROJECTS IN A WILDLAND INTERFACE AREA, A VEGETATION CLEARANCE INSPECTION IS REQUIRED PRIOR TO A LUMBER DROP INSPECTION.
4. AN ORIGINAL APPROVED, SIGNED, WET-STAMPED FIRE MASTER PLAN SHALL BE AVAILABLE ON-SITE AT THE TIME OF INSPECTION.
5. ACCESS ROADS AND HYDRANTS SHALL BE MAINTAINED AND REMAIN CLEAR OF OBSTRUCTIONS AT ALL TIMES DURING AND AFTER CONSTRUCTION. AREAS WHERE PARKING IS NOT PERMITTED SHALL BE CLEARLY IDENTIFIED AT ALL TIMES.
6. TEMPORARY FUEL TANKS OF 60 OR MORE GALLONS SHALL BE REVIEWED, INSPECTED, AND PERMITTED BY THE FIRE DEPARTMENT PRIOR TO USE.
7. THE PROJECT ADDRESS SHALL BE CLEARLY POSTED AND VISIBLE FROM THE PUBLIC ROAD DURING CONSTRUCTION.
8. ALL LINES IN CONSTRUCTION FENCING SHALL BE EQUIPPED WITH EITHER A JAZZ OR BREAKAWAY PULLBACK.
9. BUILDINGS OF FOUR OR MORE STORIES SHALL BE PROVIDED WITH STAIRS AND A STAIRCASE LEADING 35 FEET IN HEIGHT.

GENERAL REQUIREMENTS

1. FIRE LANE WIDTHS SHALL BE MEASURED FROM TOP FACE OF THE CURB TO TOP FACE OF THE CURB FOR FIRE LANES WITH STANDARD CURBS AND GUTTERS, AND FROM FLOW-TOE TO FLOW-TOE FOR FIRE LANES WITH WIDENED CURB DESIGN (E.G., HOULED, SAWTOOTH, ETC.).
2. THE DEVELOPER IS RESPONSIBLE TO VERIFY THAT ALL APPROVED PUBLIC WORKS OR GRADING DEPARTMENT STREET IMPROVEMENT PLANS OR FUTURE GRADING PLANS CONFORM TO THE MINIMUM STREET WIDTH MEASUREMENTS NOTED ON THE APPROVED FIRE MASTER PLAN.
3. FIRE LANE SIGNS AND RED CURBS SHALL MEET THE OCEANSIDE FIRE DEPARTMENT FIRE LANE REQUIREMENTS. ADDITIONAL FIRE LANE MARKINGS MAY BE REQUIRED AT THE TIME OF INSPECTION DEPENDING ON FIELD CONDITIONS.
4. ADDRESS NUMBERS SHALL BE LOCATED AND BE OF A COLOR AND SIZE SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE ROADWAY FROM WHICH THE BUILDING IS ADDRESSED. ADDRESS NUMBERS SHALL BE ILLUMINATED AT NIGHT.
5. ACCESS GATES SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL BE IN COMPLIANCE WITH CHAPTER 5 OF THE IFC AND OCEANSIDE FIRE DEPARTMENT REQUIREMENTS.
6. APPROVED ACCESS WALKWAYS SHALL BE PROVIDED TO ALL REQUIRED OPENINGS AND ALL RESCUE WINDOWS.
7. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, AND FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AIDS USED FOR FIREFIGHTING PURPOSES.
8. VEHICLES OR BUILDING EQUIPMENT SHALL NOT OBSTRUCT ADDRESS NUMBERS OR IMPAIR THE FUNCTIONING OF ALARM BELLS, HORN, OR STROBES.
9. COMBUSTIBLES AND TANKS CONTAINERS LARGER THAN 1.5 CURB YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 10 FEET OF COMBUSTIBLE WALLS, OPENINGS, OR COMBUSTIBLE ROOF GIVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM.
10. ANY FUTURE MODIFICATION TO THE APPROVED FIRE MASTER PLAN OR APPROVED SITE PLAN, INCLUDING BUT NOT LIMITED TO ROAD WIDTH, GRADE, STREET MARKS, TURNING PARK GATES OR OTHER OBSTRUCTIONS, SHALL REQUIRE REVIEW, INSPECTION, AND APPROVAL BY THE FIRE DEPARTMENT.
11. THIS PROJECT MAY BE SUBJECT TO ADDITIONAL REQUIREMENTS NOT STATED HERE-IN UPON EXAMINATION OF ACTUAL SITE AND PROJECT CONDITIONS OR DISCLOSURE OF ADDITIONAL INFORMATION.

PROJECT-SPECIFIC REQUIREMENTS

1. AN AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CODES AND LOCAL ORDINANCES, AMENDMENTS, AND GUIDELINES. A SEPARATE PLAN SUBMITTAL IS REQUIRED.
2. AN UNDERGROUND FIRE MAIN IS REQUIRED FOR THE INSTALLATION OF AN AUTOMATIC FIRE SPRINKLER SYSTEM OR FOR A PRIVATE FIRE HYDRANT SYSTEM. A SEPARATE PLAN SUBMITTAL TO THE FIRE DEPARTMENT IS REQUIRED.

FIRE ACCESS SURFACE NOTE

ANY NEW WIDENED OR REPLACE DRINKABLE FIRE ACCESS SURFACE SHOWN HEREON IS CAPABLE OF MEETING THE 70,000 LB HEIGHT REQUIREMENT AND TRUCK OUTRIGGER LOADS.



BRITANNY KNOTT, P.E. RCE C76502

Figure 13: Conceptual Fire Master Plan (1)

Source: HPI Architecture

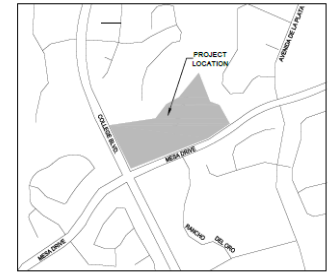
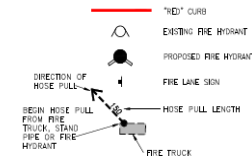
BUILDING DATA

TOTAL BUILDING AREA: 76,172 SF
CONSTRUCTION TYPE: V-A
OCCUPANCY: R2.1 (NON-SEPARATED) USE, ASSISTED
LIVING FACILITY
ZONING: C-4 LIMITED COMMERCIAL
SPRINKLERS: YES, FULLY SPRINKLERED
2016 CALIFORNIA FIRE AND BUILDING CODES

PROJECT SCOPE

PROPOSED 2 STORY ASSISTED LIVING FACILITY.
ELEVATIONS INDICATED ARE RELATIVE
ASSESSORS PARCEL NUMBER: A PORTION OF
161-511-019

LEGEND



VICINITY MAP
NOT TO SCALE

CITY OF OCEANSIDE FIRE DEPARTMENT NOTES:

INSPECTION REQUIREMENTS - BUILDINGS UNDER CONSTRUCTION

1. SITE INSPECTIONS ARE REQUIRED FOR THIS PROJECT. PLEASE SCHEDULE ALL FIELD INSPECTIONS AT LEAST 24 HOURS IN ADVANCE. CALL THE OCEANSIDE FIRE PREVENTION BUREAU AT (760) 435-4101, MONDAY THROUGH FRIDAY.
2. A LUMBER DROP INSPECTION SHALL BE PERFORMED PRIOR TO BRICKING COMBUSTIBLE MATERIALS OR COMBUSTIBLE DIVISIONS AND FINISHES FOR STRUCTURES OF NON-COMBUSTIBLE CONSTRUCTION UNDER ALL-WEATHER ACCESS ROADS CAPABLE OF SUPPORTING 70,000 LBS., TOPPED WITH ASPHALT, CONCRETE, OR EQUIVALENT SHALL BE IN PLACE AND HYDRANTS SHALL BE OPERATIONAL AT TIME OF LUMBER DROP INSPECTION. FOR PROJECTS IN A HIGHLAND INTERFERENCE AREA A VEGETATION CLEARANCE INSPECTION IS REQUIRED PRIOR TO A LUMBER DROP INSPECTION.
3. AN ORIGINAL APPROVED, DATED, WET-STAMPED FIRE MASTER PLAN SHALL BE AVAILABLE ON-SITE AT TIME OF INSPECTION.
4. ACCESS ROADS AND HYDRANTS SHALL BE MAINTAINED AND KEPT CLEAR OF OBSTRUCTIONS AT ALL TIMES DURING AND AFTER CONSTRUCTION. AREAS WHERE PARKING IS NOT PERMITTED SHALL BE CLEARLY IDENTIFIED AT ALL TIMES.
5. TEMPORARY FUEL TANKS OF 60 OR MORE GALLONS SHALL BE REVIEWED, INSPECTED, AND PERMITTED BY THE FIRE DEPARTMENT PRIOR TO USE.
6. THE PROJECT ADDRESS SHALL BE CLEARLY POSTED AND VISIBLE FROM THE PUBLIC ROAD DURING CONSTRUCTION.
7. ALL GATES IN CONSTRUCTION FENCING SHALL BE EQUIPPED WITH EITHER A KNOX OR BREAKAWAY PULLBOX.
8. BUILDINGS OF FOUR OR MORE STORIES SHALL BE PROVIDED WITH STAIRS AND A STAIRWIRE BEFORE REACHING 35 FEET IN HEIGHT.

GENERAL REQUIREMENTS

1. FIRE LANE WIDTHS SHALL BE MEASURED FROM TOP FACE OF THE CURB TO TOP FACE OF THE CURB FOR FIRE LANES WITH STANDARD CURBS AND OUTLETS, AND FROM FLOW-TO FLOW-TO FOR FIRE LANES WITH MOVED CURB DESIGN (E.G., ROLLED, SHAPED, ETC.).
2. THE DEVELOPER IS RESPONSIBLE TO VERIFY THAT ALL APPROVED PUBLIC WORKS OR GRADING DEPARTMENT STREET IMPROVEMENT PLANS OR FENCE GRADING PLANS CONFORM TO THE MINIMUM STREET WIDTH MEASUREMENTS FOR THE APPROVED FIRE MASTER PLAN.
3. FIRE LANE SIGNS AND RED CURBS SHALL MEET THE OCEANSIDE FIRE DEPARTMENT FIRE LANE REQUIREMENTS. ADDITIONAL FIRE LANE MARKINGS MAY BE REQUIRED AT THE TIME OF INSPECTION (DEPENDING ON FIELD CONDITIONS).
4. ADDRESS NUMBERS SHALL BE LOCATED AND BE OF A COLOR AND SIZE SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE ROADWAY FROM WHICH THE BUILDING IS ADDRESSED. ADDRESS NUMBERS SHALL BE ILLUMINATED AT NIGHT.
5. ACCESS GATES SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL BE IN COMPLIANCE WITH CHAPTER 5 OF THE UPC AND OCEANSIDE FIRE DEPARTMENT REQUIREMENTS.
6. APPROVED ACCESS WALKWAYS SHALL BE PROVIDED TO ALL REQUIRED OPENINGS AND ALL RESCUE WINDOWS.
7. VEGETATION SHALL BE COLLECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW UNHINDERED ACCESS TO ALL HYDRANTS, VALVES, AND FIRE DEPARTMENT CONNECTIONS, PUMP STATIONS, EXTINGUISHERS, SPRINKLER HEADS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR PREVENTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, BELLERS, OR STROBES.
8. DISPERSED AND TIGHT CONTAINERS LARGER THAN 1.5 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACES WITHIN 10 FEET OF COMBUSTIBLE WALLS, OPENINGS, OR COMBUSTIBLE ROOF GAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM.
9. ANY FUTURE MODIFICATION TO THE APPROVED FIRE MASTER PLAN OR APPROVED SITE PLAN, INCLUDING BUT NOT LIMITED TO ROAD WIDTH, GRADE, SPEED LIMITS, TURNING RADIUS, GATES OR OTHER OBSTRUCTIONS, SHALL REQUIRE REVIEW INSPECTION AND APPROVAL BY THE FIRE DEPARTMENT.
10. THIS PROJECT MAY BE SUBJECT TO ADDITIONAL REQUIREMENTS NOT STATED HEREIN UPON EXAMINATION OF ACTUAL SITE AND PROJECT CONDITIONS OR DISCLOSURE OF ADDITIONAL INFORMATION.

PROJECT-SPECIFIC REQUIREMENTS

1. AN AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CODES AND LOCAL ORDINANCES, AMENDMENTS AND GUIDELINES. A SEPARATE PLAN SUBMITTAL IS REQUIRED.
2. AN UNDERGROUND PUMPING PLAN IS REQUIRED FOR THE INSTALLATION OF AN AUTOMATIC FIRE SPRINKLER SYSTEM OR FOR A PRIVATE FIRE HYDRANT SYSTEM. A SEPARATE PLAN SUBMITTAL TO THE FIRE DEPARTMENT IS REQUIRED.

FIRE ACCESS SURFACE NOTE

ANY NEW MOVED OR REINFORCE DRINKABLE FIRE ACCESS SURFACE SHOWN HEREIN IS CAPABLE OF MEETING THE 70,000 LB WEIGHT REQUIREMENT AND TRUCK OUTCROUCH LOADS.



BRETTANY KNIGHT, P.E. RCE C76502

Figure 14: Conceptual Fire Master Plan (2)

Source: HPI Architecture

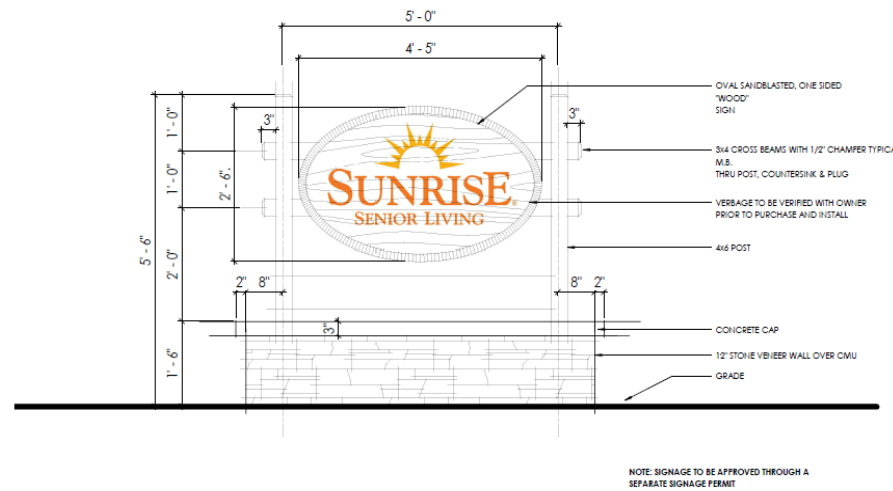


Figure 15: Conceptual Monument Sign

Source: HPI Architecture

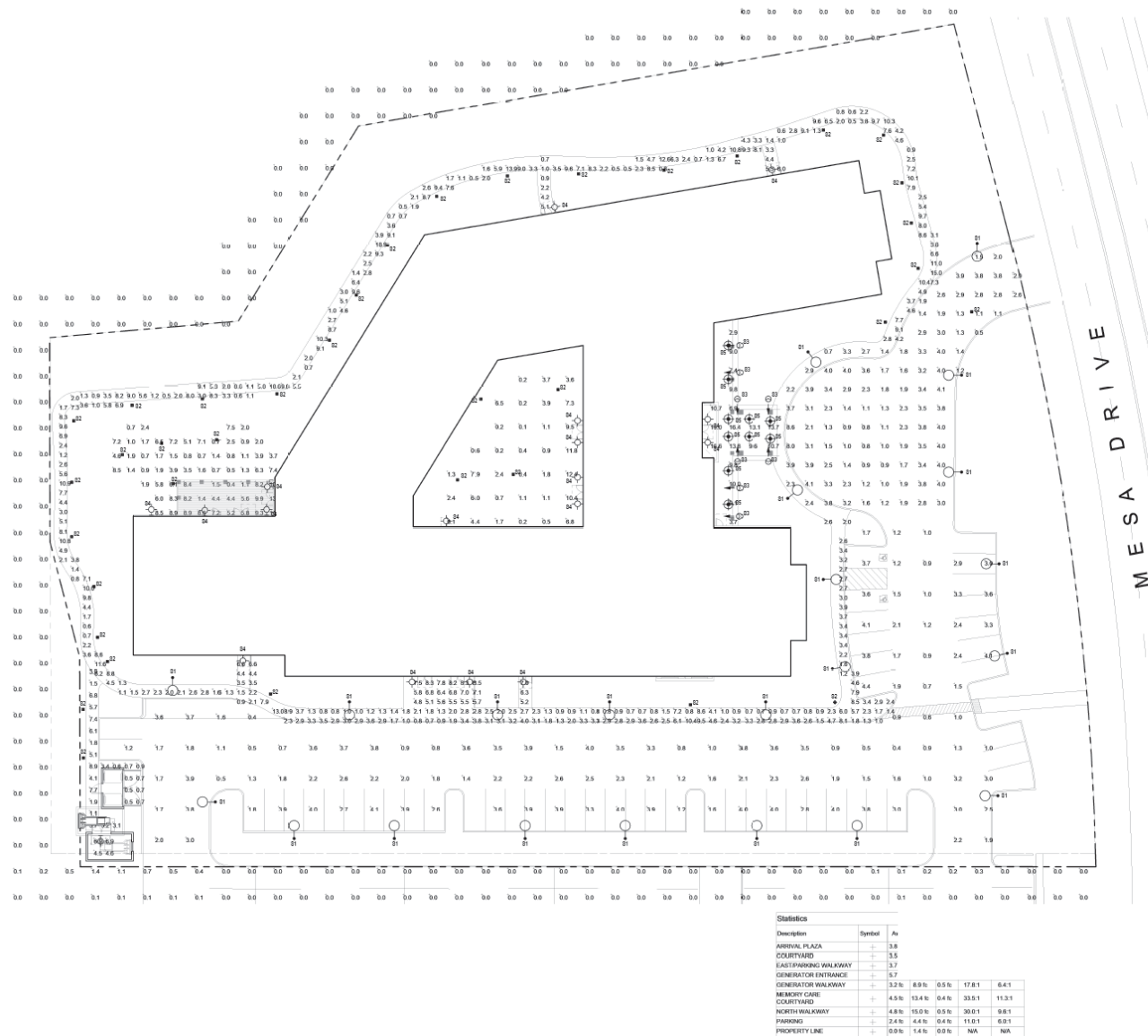


Figure 16: Conceptual Photometric Plan

Source: HPI Architecture

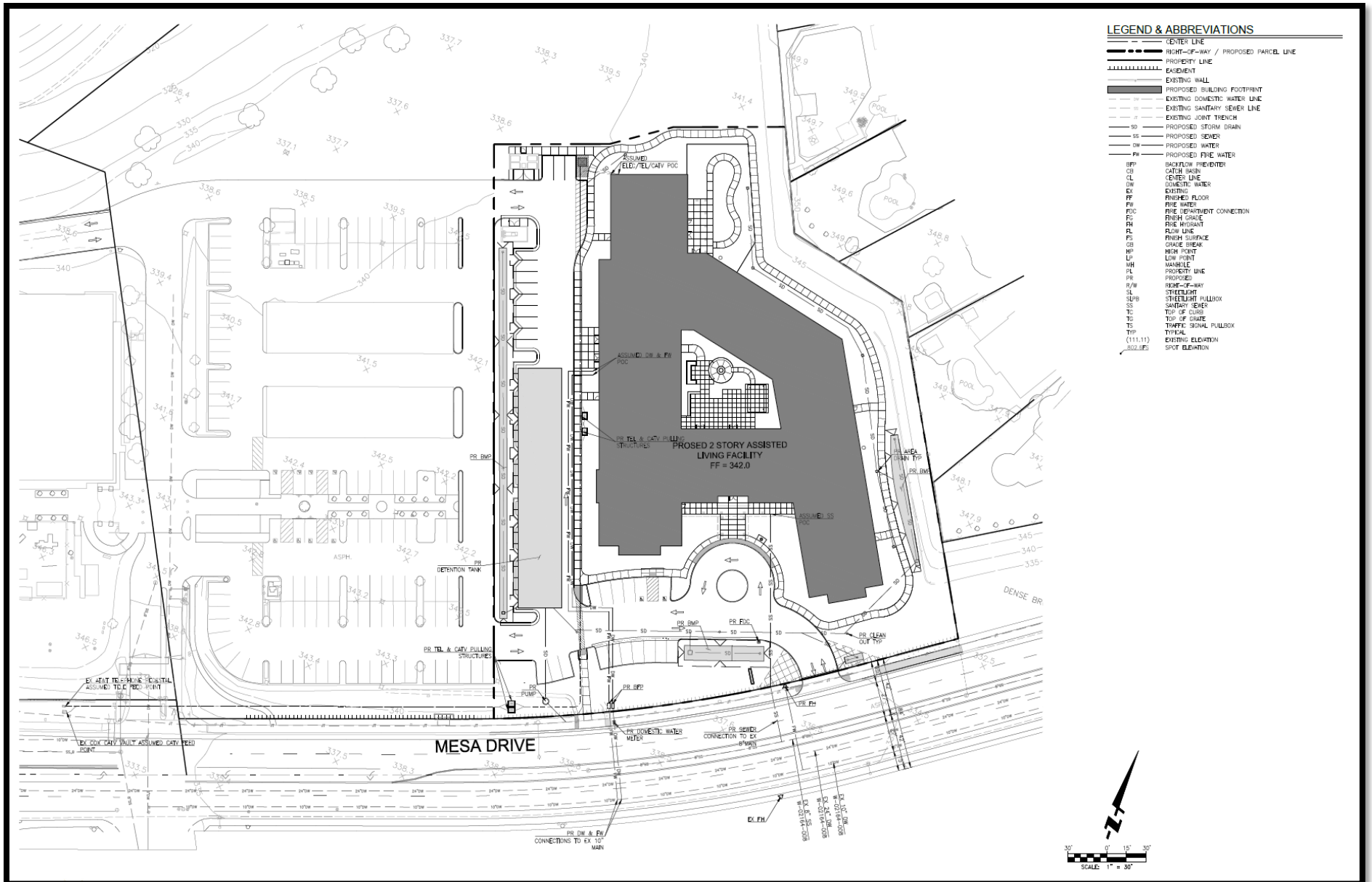


Figure 17: Conceptual Utility Plan

Source: HPI Architecture

SECTION 4.0 ENVIRONMENTAL CHECKLIST

4.1 Consultation

4.1.1 Federal, State, and Other Local Agencies Consulted:

N/A

4.1.2 Persons Consulted:

Sergio Madera, Principal Planner

Tiffany Chen, Planner II

4.2 Environmental Factors Potentially Affected

The project would not affect any environmental factors resulting in a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated. A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, include:

- | | | |
|---------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

4.3 Determination: On the Basis of this Initial Evaluation:

1.	I find that the project could not have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.	<input type="checkbox"/>
2.	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 would be prepared.	<input checked="" type="checkbox"/>
3.	I find the Proposed Project may have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
4.	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.	<input type="checkbox"/>
5.	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.	<input type="checkbox"/>

4.4 Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced, as discussed below).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated”, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

SECTION 5.0 ENVIRONMENTAL ANALYSIS

5.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

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

Significance Determination: Less Than Significant Impact. The City's Environmental Resource Management Element identifies areas of recreation, scenic, and open space land, and encourages the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety, and welfare. Table ERM-2 – *Existing Open Space* and Figure ERM-8 – *Existing Open Space* show the inventory of areas serving as open space, to be dedicated or restricted in some manner to ensure their preservation. These areas include parks, schools (including their adjacent playgrounds and athletic fields), golf courses, cemeteries, churches, and visual elements such as the ocean. Eleven (11) visual open spaces are identified in the General Plan, however none of these visual open spaces are adjacent to the Project Site. The closest visual open space to the Project Site is the Mission of San Luis Rey (No. 54) located approximately six (6) miles north west of the Project Site.

Due to intervening topography and existing development, development of the Proposed Project would not obstruct views of the Mission of San Luis Rey (No. 54) or from any of the listed visual open spaces found in Table ERM-2. Therefore, potential impacts associated with adverse impacts on scenic vistas would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. No scenic resources, including trees, rock outcroppings, or historic buildings are present on the Project Site. State scenic highways are managed by the California Department of Transportation (Caltrans) to protect and enhance California's natural scenic areas along portions of state highways. The nearest Scenic Highways to the Project Site is a portion of SR-163¹ located approximately 30-miles south of the Project Site. Therefore, potential impacts associated with adverse impacts on scenic resources, and historic buildings within a state scenic highway would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

c) In a non-urbanized area, would the project substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?

Significance Determination: Less Than Significant Impact. According to the United States Census Bureau, the City's population during the 2010 Census was 167,086 people. As of July 2019, the City's population is approximate 175,742² people and the City would be considered urbanized.

The Project Site's zoning is Limited Commercial (CL), Open Space (OS), and Rancho Del Oro (PD-1). The Sunrise Facility development is within CL zoning and the proposed parking, roundabout, and internal road improvements in Lot 'D' is within PD-1 zoning. The Project Site has an existing church, parking lot, playground, and two vacant land areas located on the east and west side. While the construction of the Sunrise Facility and improvements on Lot 'D' on the Project Site would result in permanent visual changes, the development is designed to meet City development requirements and design standards, making it compatible and consistent with the character of the neighborhood and existing adjacent development. Additionally, with the approval of the requested CUP, the Sunrise Facility would be consistent with zoning. Therefore, potential impacts associated with conflicts of zoning or other regulations governing scenic quality would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

¹ CalTrans Scenic Highways, List of Eligible and Officially Designated State Scenic Highways–
<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>
(Accessed June 8, 2020)

² The United States Census, *QuickFacts*, City of Oceanside, California–
<https://www.census.gov/quickfacts/fact/table/oceansidecitycalifornia/PST045219> (Accessed June 8, 2020)

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

Significance Determination: Less Than Significant Impact. The development at the Project Site is required to comply with the City's lighting ordinance, Chapter 39 of the Municipal Code. These requirements include shielding all outdoor lighting to avoid glare and spillover into neighboring homes and adjacent property. All lighting fixtures would be directed downward. Compliance with Chapter 39 – *Light Pollution Regulations* would ensure the development at the Project Site would not have substantial light and glare impacts. Therefore, potential impacts associated with new sources of substantial light or glare would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

5.2 AGRICULTURE & FOREST 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

Significance Determination: No Impact. The Project Site is designated as “Urban and Built-up Land” and is not designated as Prime, Unique or Grazing farmland, or considered Farmland of Statewide or Local Importance per the Farmland Mapping and Monitoring Program³. The Project Site is not designated as agricultural per the City’s Zoning Ordinance or General Plan Land Use Element. The Proposed Project would not convert Prime or Unique Farmland, or Farmland of Statewide or Local Importance. Therefore, no potential impacts associated with the conversion of farmland would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

b) Would the project conflict with existing zoning for agriculture use, or a Williamson Contract?

Significance Determination: No Impact. The Project Site is designated as “non-enrolled land” and is not a part of a Williamson Contract. Some of the closest Williamson Contract land to the Project Site is

³ <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanDiego.aspx> Accessed June 8, 2020

in and around the Whelan Lake area, over 4.6 miles northwest of the Project Site. The Project Site is not designated as agricultural per the City's Zoning Ordinance or General Plan Land Use Element. The Proposed Project will not result in conflicts with existing zoning for agriculture use, or a Williamson Contract. Therefore, no potential impacts associated with the conflict of existing zoning for agriculture use or a Williamson Contract would occur.

Mitigation Measures: No Mitigation required.

Significance Determination: No Impact.

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))?

Significance Determination: No Impact. Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits⁴. Timberland is defined as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products including Christmas trees⁵. Timberland production zone is defined as an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, including, but not limited to management for fish and wildlife habitat or hunting and fishing; grazing; a residence or other structure necessary for the management of land zoned as timberland production⁶.

The Project Site is not zoned for or designated as forest land, timberland, or as a timberland production zone, pursuant to the City's General Plan Land Use Element or Zoning Ordinance. Development of the Project Site pursuant to the proposed design would not result in any conflicts with other property zoned as forest land, timberland, or timberland production zones, or would it cause rezoning of forest land, timberland, or timberland production zones. Therefore, no potential impacts associated with the conflict of existing zoning for, or cause the rezoning of, forest land, timberland, or timberland production zones would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

⁴ https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=12220.&lawCode=PRC Accessed June 8, 2020

⁵ https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4526.&lawCode=PRC June 8, 2020

⁶ https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=51104.&lawCode=GOV Accessed June 8, 2020

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

Significance Determination: No Impact. Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits⁷. The Project Site does not include any land designated as forest land. Therefore, no potential impacts associated with the conversion of forest land to non-forest land would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination After Mitigation: No Impact.

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-agriculture use?

Significance Determination: No Impact. The Project Site contains no agricultural resources or farmland which would be converted because of the Proposed Project. The Proposed Project would result in a General Plan land use and Zoning designation change; however, none of the Project Site is zoned for agriculture or considered Farmland⁸. Therefore, no potential impacts associated with the other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agriculture use would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

⁷ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=12220.&lawCode=PRC Accessed July 15, 2020

⁸ <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanDiego.aspx> Accessed February 28, 2020

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A – *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, Sunrise of Oceanside Project*, Vista Environmental, August 10, 2020). The results of the analysis are based on CalEEMod version 2016.3.2.

Impact Analysis

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

Significance Determination: Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the SDAPCD's Regional Air Quality Strategy (RAQS) or the California State Implementation Plan (SIP). The following is a discussion on the Proposed Project's consistency with the SDAPCD's RAQS and SIP.

RAQS

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards of any of the criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable dates. As detailed above in Section 4.1, the Air Basin is designated by the EPA for the national standards as a non-attainment area for ozone (O₃) and by CARB as nonattainment for ozone, PM₁₀, and PM_{2.5}. According the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standard for ozone and particulate matter. The two pollutants in the RAQS are VOCs and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling and reducing air emissions. The RAQs, in conjunction with the Transportation Control Measures, were most recently revised in 2016 as part of the RAQS for San Diego County.

SIP

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

The Proposed Project would consist of the development of 90-unit, 115-bed senior assisted living and memory care facility in Parcel 'C'. For a more conservative analysis, the air quality estimations were based on a 95-unit, 120 bed, senior assisted living, and memory care facility. The maximum proposed density of a 95-unit, 120 bed assisted living facility would result in a residential population increase of up to 120 persons (Appendix A). The SANDAG population and housing forecast for the City of Oceanside (City of Oceanside General Plan Update – EDE, ECAP, and CAP PEIR; 2019) shows that an additional 12,174 persons will be added to group housing facilities within the City by 2050 and a total citywide population increase of 780,147 persons by 2050. The Proposed Project would represent 0.015 percent of the anticipated overall population growth and 0.99 percent of the anticipate group quarters population growth. The housing and population growth introduced by implementation of the Proposed Project would be well within the SANDAG and RAQS growth forecasts. The Proposed Project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the Air Basin. The Proposed Project would be consistent with the local general plan and SANDAG's growth projections, so the Proposed Project would not result in an inconsistency with the SDAPCD RAQS. Therefore, potential impacts associated with the conflict of or obstruction of an applicable air quality plan would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. The analysis below shows the potential air emissions associated with the construction and operations of the Proposed Project and compares the emissions to the SDAPCD criteria pollutant emissions standards detailed in Appendix A, Section 9.1.

Construction Emissions

The construction activities for the Proposed Project would include demolition and grading of approximately 5.5 acres of the 14.24-acre Project Site, building construction of the Assisted Living Center, paving of the proposed 49 space parking lot and relocation of the 68 space parking area and driveways, and application of architectural coatings. The CalEEMod model utilized to calculate the construction-related emissions from the Proposed Project, and the input parameters utilized in this analysis are detailed in Appendix A, Section 8.1. The worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities are shown below in Table C - *Construction-Related Criteria Pollutant Emissions*. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table C also shows the combined criteria pollutant emissions from building construction, paving, and architectural coating phases of construction.

Table C – Construction-Related Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition	3.28	33.04	22.36	0.05	2.97	1.63
Grading	2.72	37.18	19.45	0.07	8.73	4.74
Combined Building Construction, Paving, and Architectural Coatings	66.20	32.08	36.57	0.06	2.73	1.81
- Building Construction	2.30	19.48	19.37	0.04	1.81	1.14
- Paving	1.73	11.15	14.95	0.02	0.69	0.55
- Architectural Coatings	62.17	1.45	2.25	0.00	0.23	0.12
Maximum Daily Construction Emissions	66.20	37.18	36.57	0.07	8.73	4.74
SDAPCD Thresholds	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.

Table C shows that none of the analyzed criteria pollutants would exceed the SDAPCD emissions thresholds during any phase of construction activities or from concurrent building construction, paving and architectural coating construction activities. Therefore, potential air quality impacts associated with the construction phase of the Proposed Project would be less than significant.

Operational Emissions

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions created from the on-going use of the Proposed Project, and from the proposed 200 kilowatt backup diesel generator. The operations-related criteria air quality impacts created by the Proposed Project are analyzed through use of the CalEEMod model and the input parameters utilized in this analysis are detailed in Appendix A, Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO₂, PM10, and PM2.5 daily emissions created from the Proposed Project's long-term operations are calculated and summarized below in Table D - *Operational Criteria Pollutant Emissions*, and the CalEEMod daily emissions printouts are shown in Appendix A.

Table D – Operational Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	2.60	0.09	7.86	0.00	0.04	0.40
Energy Usage ²	0.02	0.17	0.07	0.00	0.01	0.01
Mobile Sources ³	0.37	1.52	4.02	0.01	1.20	0.33
Backup Generator ⁴	0.20	0.57	0.52	0.00	0.03	0.03
Total Emissions	3.19	2.35	12.47	0.01	1.28	0.77
SDAPCD Thresholds	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consist of emissions from natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

⁴ Backup Generator based on a 200 kW (247 Horsepower) diesel generator that has a cycling schedule of 30 minutes per week.

Source: Calculated from CalEEMod Version 2016.3.2.

Table D shows that during operation of the Proposed Project that none of the analyzed criteria pollutants would exceed the SDAPCD emissions thresholds. Therefore, potential air quality impacts associated with the operation of the Proposed Project would be less than significant.

Pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to “makes a reasonable effort to substantively connect a project’s air quality impacts to likely health consequences.” Also, on page 24 of the ruling it states “The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project’s impact on the days of nonattainment per year.”

Table D above shows that the primary source of operational air emissions would be created from mobile source emissions that would be generated throughout the Air Basin. Any adverse health impacts created from the Proposed Project should be assessed on a basin-wide level. As indicated below in Table E - *San Diego Air Basin Attainment Status*, the Air Basin is designated by EPA for the national standards as a non-attainment area for ozone.

Table E – San Diego Air Basin Attainment Status

Pollutant	Averaging Time	Attainment Status	
		Federal	California
Ozone (O ₃)	1-Hour	No Federal Standard	Nonattainment
	8-Hour	Nonattainment	Nonattainment
Carbon Monoxide (CO)	1-Hour	Attainment	Attainment
	8-Hour	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	1-Hour	No Federal Standard	Attainment
	Annual	Attainment	No State Standard
Sulfur Dioxide (SO ₂) ⁷	1-Hour	No Federal Standard	Attainment
	24-Hour	Attainment	Attainment
	Annual	Attainment	No State Standard
PM ₁₀	24-Hour	Attainment	Nonattainment
	Annual	Attainment	Nonattainment
PM _{2.5}	24-Hour	Attainment	Attainment
	Annual	Attainment	Nonattainment
Lead	30-Day	No Federal Standard	Attainment
	3-Months Rolling	Attainment	No State Standard
Sulfates	24-Hour	No Federal Standard	Attainment
Hydrogen Sulfide	1-Hour	No Federal Standard	Unclassified
Visibility Reducing Particulates	8-Hour	No Federal Standard	Unclassified

Source: California Air Resources Board and EPA.

In addition, PM₁₀ and PM_{2.5} are designated by the State as non-attainment. It should be noted that VOC and NO_x are ozone precursors and are considered as non-attainment pollutants.

According to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, for the County of San Diego in the year 2020 the total VOC emissions will be 114 tons per day, NO_x emissions will be 68 tons per day, SO_x emissions will be 1 ton per day, PM₁₀ emissions will be 74 tons per day, and PM_{2.5} emissions will be 19 tons per day. The Report does not provide any data for CO emissions. The project contribution to each criteria pollutant in the Air Basin is shown in Table F - *Project's Contribution to Criteria Pollutants in the Air Basin*.

Table F – Project's Contribution to Criteria Pollutants in the Air Basin

Emissions Source	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Project Emissions ¹	3.19	2.35	12.47	0.01	128	0.77
Total Emissions in Air Basin ²	228,000	136,000	--	2,000	148,000	38,000
Project's Percent of Air Emissions	0.0014%	0.0017%	--	0.0005%	0.0009%	0.0020%

Notes:

¹ From the project's total operational emissions shown above in D.

² California Almanac of Emissions and Air Quality 2013 Edition.

As shown in Table F, the Proposed Project would increase criteria pollutant emissions by as much as 0.0020 percent for PM_{2.5} in the Air Basin. Due to these nominal increases in the Air Basin-wide criteria pollutant emissions, no increases in days of non-attainment would occur from operation of the Proposed Project. Operation of the project is not anticipated to result in a quantitative increase in

premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the Proposed Project. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, potential impacts associated with 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 would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. An odor impact would occur if the Proposed Project creates an odor nuisance pursuant to SDAPCD's Rule 51. However, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Both construction and operations are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the Project Site are single-family homes located adjacent to the east side of the site, there is also a YMCA facility, with the nearest activity are located as near as 230 feet south of the Project Site. The nearest school is Empresa Elementary School, which is located as near as 900 feet south of the Project Site.

Construction-Related Sensitive Receptor Impacts

Construction-Related Fugitive Dust Emissions

Construction activities are a source of fugitive dust (PM₁₀ and PM_{2.5}) emissions that may have a substantial, although temporary, impact on local air quality. Fugitive dust may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. Fugitive dust emissions from the Proposed Project would be created during onsite earth moving activities. The anticipated onsite worst-case PM₁₀ emissions for each phase of construction are provided above in Table C. However, it should be noted that fugitive dust emissions vary substantially from day to day, depending on the level and type of activity and weather conditions. Most of the PM₁₀ emissions from onsite construction activities are from inert silicates, rather than the complex organic particles released from combustion sources, which are more harmful to health.

Construction activities associated with the Proposed Project would be required to implement emissions control measures detailed in SDAPCD's Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the Proposed Project would not exceed the SDAPCD standards for fugitive dust. Therefore, potential impacts associated with local air quality impacts from construction activities would be less than significant.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Proposed Project. SDAPCD and CAPCOA methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. No significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project. Therefore, potential impacts associated with significant exposure of sensitive receptors to substantial pollutant concentrations during construction of the Proposed Project would be less than significant.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential operational toxic air contaminant impacts. Analysis and discussion of on-going operations of the Proposed Project and their potential effects are below.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The Transportation Project-Level Carbon Monoxide Protocol (CO Protocol), prepared for Caltrans, December 1997, provides a screening method to determine if the vehicle trips generated by a project has the potential to create a CO hotspot at any of the nearby intersections. According to the CO Protocol, projects may worsen air quality if they increase the percentage of vehicles in cold start mode by two percent or more; significantly increase the traffic volume by five percent or more over existing volumes, or worsen traffic flow at an intersection, which is defined as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F, or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F.

The Traffic Impact Analysis found that of the three intersections analyzed, none of the intersections would operate at LOS E or worse for either the existing or near-term conditions, and so no local CO Hotspots would be created at any of the nearby intersections from the vehicle traffic generated by the Proposed Project. Therefore, potential impacts associated with CO hotspot would be less than significant.

Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Proposed Project, a less than significant TAC impact would occur from diesel truck operations during operation of the Proposed Project.

Operation of the Proposed Project would create TAC emissions from operation of a 200 kilowatt (247 horsepower) backup diesel generator equipped with a diesel particulate filter (DPF) that will limit DPM created from the backup generator. Backup generators typically cycle on for 30 minutes on a weekly basis in order to keep the engine lubricated and ready to use in case of a power outage. The typical cycling of a backup generator would operate for approximately 26 hours per year. SDAPCD exempts emergency standby generators that operate less than 200 hours per year from obtaining an air permit. The SDAPCD has developed the operating hour exemption limits based on levels that were determined to result in the generation of inconsequential emissions from backup generators. The cancer risk created from the backup generator's TAC emissions to the nearby sensitive receptors is anticipated to be negligible through adherence to SDAPCD rules for backup generators. Therefore, potential impacts associated with significant long-term toxic air contaminants during operation of the Proposed Project would be less than significant.

Therefore, potential impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The Proposed Project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The

duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the Project Site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project Site's boundaries due to the transitory nature of construction odors. Therefore, potential impacts associated with construction-related odors would be less than significant, and no mitigation would be required.

Operations-Related Odor Impacts

The Proposed Project would consist of the development of 90-unit, 115-bed senior assisted living and memory care facility in Parcel 'C'. For a more conservative analysis, the air quality estimations were based on a 95-unit, 120 bed, senior assisted living, and memory care facility. The Proposed Project would involve the development of the 90-unit senior assisted living and memory care facility, and associated onsite roads, parking spaces, and recreation areas. Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, which include Zoning Ordinance Article 30, Section 3022, and the Oceanside Municipal Code, Chapter 13 – Solid Waste and Recycling, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SDAPCD's Rule 51, no significant impact associated with odors would occur during the on-going operations of the Proposed Project. Therefore, potential impacts associated with operations-related odor would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

The Natural Community Conservation Planning (NCCP) Act (Section 2835) allows California Department of Fish & Wildlife (CDFW) to authorize take of species covered by plans in agreement with NCCP guidelines. An NCCP initiated by the State of California under Section 4(d) of the federal ESA focuses on conserving coastal sage scrub to avoid the need for future federal and state listing of coastal sage scrub-dependent species. The Coastal California Gnatcatcher is presently listed as threatened under the ESA, while several additional species inhabiting coastal sage scrub are candidates for federal and/or state listing. The MHCP and draft Subarea Plans (SAPs) are intended to act as plans under the NCCP and Habitat Conservation Plan (HCP) processes.

The MHCP Subregional Plan was adopted and certified by San Diego Association of Governments (SANDAG) Board of Directors on March 28, 2003. Each of the seven jurisdictions within the MHCP planning area (including Oceanside) is required to implement their respective portion of the MHCP via

citywide Subarea Plans (SAP). The City's MHCP SAP⁹ is not currently adopted, however it is used as a guidance when reviewing impacts to biological resources.

The City has no specific ordinances that regulate biological resources resulting in reliance on its existing planning regulations, NCCP Guidelines, CEQA, and using the draft MHCP SAP as guidance for determining the significance of impacts and mitigation. Mitigation ratios for impacts to habitats reflect the intention to preserve areas within the Focused Planning Area as identified for the MHCP in each jurisdiction or within specific areas identified in each SAP.

A Biological Resource Evaluation was prepared to determine potential impacts to biological resources associated with the development of the Proposed Project (Appendix B – *Sunrise Senior Living-Oceanside Project, Biological Resources Evaluation*, Everett and Associates, May 2020). The evaluation draws upon previous studies of the site (Dudek 2001) and evaluates the past study with current natural resource conditions. Additional field observations were collected to ensure existing conditions were evaluated to provide the City, California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), other agencies, and the public with information to satisfy review under the California Environmental Quality Act (CEQA). The responses to this section of the Initial Study/Mitigated Negative Declaration are based on the findings of Biological Resource Evaluation.

Impact Analysis

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?

Significance Determination: Less Than Significant Impact. The Project Site is characterized as flat and graded, and contains an existing church, parking lot, and vacant land. Most of the Project Sites remains bare mineral earth and is apparent that it is frequently mowed. According to Appendix B, the current state of vegetation is described as Urban/Developed and Ruderal. Vegetation consists of weedy, non-native invasive herbaceous plants such as mustard *Hirschfeldia incana*, filaree *Erodium cicutarium*, and dandelion *Taraxacum erythrospermum*. Approximately 100 meters northwest of the area to be impacted in Lot 'D' is a small patch of Coastal Sage Scrub (CSS). A few rare and endangered species occur in CSS habitats like the California Gnatcatcher (CAGN). However, this area of sensitive vegetation will not be impacted by Proposed Project. No native plant species were detected anywhere on the area to be impacted and no biological resources were within the proposed disturbance footprint of the Project Site. Appendix B findings are consistent with the earlier biological study - Coastal Sage Scrub and California Gnatcatcher Habitat Assessment (Dudek, 2001), which concluded that impacted area did not contain CSS and was not suitable for occupation of CAGN. Therefore, potential impacts associated

⁹ City of Oceanside. Multiple Species Conservation Program, 2010.
<https://www.ci.oceanside.ca.us/gov/dev/planning/subarea.asp> (Accessed July 28, 2020)

with any species identified as a candidate, sensitive, or special status species either directly or through habitat modifications, would be less than significant, and no mitigation would be required.

Mitigation Measures: No mitigation measures would be required.

Significance Determination After Mitigation: Less Than Significant Impact.

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?

Significance Determination: No Impact. No riparian, riverine, or vernal resources were documented within or immediately adjacent to the Project Site. Therefore, no potential impacts associated with riparian habitat or other sensitive natural communities would occur.

Mitigation Measures: No mitigation measures would be required.

Significance Determination After Mitigation: No Impact.

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?

Significance Determination: No Impact. No special aquatic resource area such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE), CDFW, or Regional Water Quality Control Board (RWQCB) were documented within or immediately adjacent to the Project Site. No regulatory permits will need to be acquired. Therefore, no impacts are anticipated. Therefore, no potential impacts associated with 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 would occur.

Mitigation Measures: No mitigation measures would be required.

Significance Determination After Mitigation: No Impact.

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?

Significance Determination: Less Than Significant Impact. No aquatic resource, or wildlife corridors were document within or immediately adjacent to the Project Site. The nearest wildlife corridor is located between El Camino Real and Rancho Del Oro Drive, approximately two miles west of the Project Site. The Project Site supports potential nesting and foraging habitat for migratory birds, in addition to potential foraging habitat for raptors. However, based on the disturbed nature of the Project Site from human disturbances and the developed adjacent uses, the quality of foraging habitat is low. Higher

quality foraging habitat is considered to occur in less developed areas with larger expanses of open space. Therefore, potential impacts associated with the substantial interference 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, would be less than significant, and no mitigation would be required.

Mitigation Measures: No mitigation measures would be required.

Significance Determination After Mitigation: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The proposed development of the Project Site will result in the removal of approximately 25 trees. As a matter of administrative policy, the City requires replacement of trees greater than 10 inches in diameter as measured 2-1/2 feet above grade. The Proposed Project would plant approximately 80 trees. Existing trees that are “protected in place” would also be replaced if they are damaged or destroyed by construction activities. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservations or ordinances. Therefore, potential impacts associated with conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The City participates in the MHCP, a regional conservation plan under the state’s NCCP Program that will also act as a Habitat Conservation Plan (HCP) under the ESA. While the City’s MHCP SAP has not been adopted, the City complies with the MHCP by using the draft MHCP SAP as guidance during project review. Project are required to comply with the SAP Project Implementation Guidelines and the requirements. As indicated in Appendix B, the evaluation of the Project Site was done in compliance with the CNDDB, Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan, databases maintained by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, as well as information collected during the Everett and Associates site visit. The evaluation concluded that the Project Site does not contain biological resources that would be impacted by the proposed development. Therefore, potential impacts associated with conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant.

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 in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Paleontological and Cultural Resources Assessment was completed to determine potential impacts to paleontological and cultural resources associated with the development of the Proposed Project (Appendix C – *Archaeological and Paleontological Records Searches and Sacred Lands File Search for Sunrise Senior Living, City of Oceanside*, VCS Environmental, July 2020).

Impact Analysis

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

Significance Determination: Less Than Significant Impact. A paleontological and cultural resources records search was prepared for the Proposed Project (Appendix C). Section 15064.5 of the CEQA Guidelines defines historical resources as: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource included in a local register of historical resources; or (3) “any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California...”

A California Historic Resources System, (CHRIS) records search was conducted on June 30, 2020 at the South Coastal Information Center (SCIC) at the University of San Diego. The result indicated that no historic resources were located within the Project Site. The closest identified historical resource is a historic building located at 4318 Mission Avenue, now destroyed, approximately 1.7 miles northwest of the Project Site. The implementation of the Proposed Project would not result in adverse impacts to 4318 Mission Avenue building due to intervening topography and existing development between the Project Site and the listed resource. Therefore, potential impacts associated with the significance of a historical resource would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant with Mitigation Incorporated. As indicated in Section 5.9(a), a California Historic Resources System, (CHRIS) records search was conducted on June 30, 2020 at the South Coastal Information Center at the University of San Diego. The result indicated that 43 cultural resources studies were completed within one mile of the Project Site. Four (4) of these studies include at least a portion of the Project Site.

The records search also concluded that eight (8) cultural resources are recorded within a one-mile radius of the Project Site. One of the cultural resources (P-37-008089) is recorded within the Project Site. The P-37-008089 site consists of a light lithic scatter, at the time within a citrus orchard, of several patinated felsite (metavolcanic) flakes and a thumbnail scraper covering an area approximately 40 meters long by 10 meters wide. The SCIC records search depicts the P-37-008089 site along the southwest end of the Project Site – extending onto the Project Site near the southwest end of the church property. That area had subsequent development (grading and building pad) that likely destroyed the archaeological site, however subsurface remnants of the P-37-008089 could remain.

VCS Environmental requested a Sacred Lands File (SLF) records search from the Native American Heritage Commission (NAHC). The NAHC responded on June 10, 2020 indicating the results of the SLF search was positive. The NAHC recommended the La Jolla Band of Luiseño Indians and the San Luis Rey Band of Mission Indians be contacted for more information. The NAHC provided a list of 19 Native American contacts that may have interest in consultation for the Proposed Project. The Lead Agency prepared consultation invitation letters to the Native American Tribes on the NAHC list that were mailed on June 25, 2020. The City received a response from one tribe, and a summary of the consultation is provided in Section 5.18, Tribal Cultural Resources.

To properly identify, treat, and process cultural resources (including historical, archaeological, and tribal cultural resources) that may be inadvertently discovered during ground-disturbing activities, **MM-CUL-1** through **MM CUL-8** would be implemented. These mitigation measures would require the Applicant/Owner to enter into a pre-excavation agreement and monitor agreement, retain a qualified archaeologist and Native American monitor to monitor the Project Site during all ground disturbing activities and attend all applicable pre-construction meetings, and prepare procedures to identify potentially significant archaeological artifact deposits and/or cultural resources in areas determined to be sensitive. Ground disturbing activities may be stopped if unknown cultural resources archaeological artifact deposits or cultural features are discovered. Applicant/Owner would relinquish ownership of all unearthed tribal cultural resources. Therefore, with implementation of **MM CUL-1** through **MM CUL-8**, potential impacts associated with archaeological resources would be less than significant.

Mitigation Measures:

MM-CUL-1: Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the “Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe”. A copy of the agreement shall be included in the Grading Plan

Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the “Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe” for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the Proposed Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.

MM CUL-2: Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor’s expense to implement the monitoring program, as described in the pre-excavation agreement.

MM CUL-3: The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.

MM CUL-4: The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the Project Site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources.

MM CUL-5: In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written “Controlled Grade Procedure” shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight, and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.

MM CUL-6: The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the Project Site, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.

MM CUL-7: The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the Project Site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.

MM CUL-8: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.

Significance Determination After Mitigation: Less Than Significant Impact.

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

Significance Determination: Less Than Significant with Mitigation Incorporated: In the unexpected event human remains are found, those remains would require proper treatment in accordance with applicable laws and with **MM CUL-9**. Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code (CHSC) §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner would be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who would, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD. The MLD has 48 hours from being allowed access to the Project Site to make recommendations associated with the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Therefore, with implementation of **MM CUL-9**, potential impacts associated with human remains, including those interred outside of dedicated cemeteries would be less than significant.

MM CUL-9: As specified by California Health and Safety Code Section 7050.5, if human remains are found on the Project Site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of

Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A – *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, Sunrise of Oceanside Project*, Vista Environmental, August 10, 2020). The results of the analysis are based on CalEEMod version **2016.3.2**.

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?

Significance Determination: Less Than Significant Impact. The Proposed Project would not significantly impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Proposed Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves several system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

Petroleum-based fuels currently account for a majority of the California's transportation energy sources. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined.

The following calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination if any energy utilized by the construction and operation is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the Proposed Project would include demolition and grading of approximately 5.5 acres of the 14.24-acre Project Site, building construction of the Sunrise Facility and associated parking in Parcel 'B', construction of 68 parking stalls and drive aisle in Lot 'D', and application of architectural coatings. The Proposed Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g. hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction, the Proposed Project would consume electricity to construct the new building and infrastructure. Electricity would be supplied to the Project Site by San Diego Gas & Electric (SDG&E) and would be obtained from the existing electrical lines in the vicinity of the Project Site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse

impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since the Project Site is in a developed area of the City, it is anticipated that only nominal improvements would be required to SDG&E's distribution lines and equipment with development of the Proposed Project. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with City's guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with grading, construction, and development. Construction of the Proposed Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the Proposed Project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the Project Site is part of a planned community that has been developed with natural gas line in the vicinity of the Project Site, construction of the Proposed Project would be limited to installation of new natural gas connections within the Project Site. Development of the Proposed Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching to place the lines below surface. Prior to ground disturbance, the Proposed Project would notify and coordinate with SDG&E to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Transportation Energy

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project Site and on-road automobiles transporting workers to and from the Project Site and on-road trucks transporting equipment and supplies to the Project Site.

The off-road construction equipment fuel usage was calculated through use of the default off-road equipment assumptions from the CalEEMod model run that is detailed in Appendix A, Section 8.3 and the fuel usage calculations provided in the 2017 Off-road Diesel Emission Factors spreadsheet, prepared by CARB. The 2017 Off-road Diesel Emission Factors spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction

BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367

Unit Conversion – Converts pounds to gallons = 7.109

Table G – *Off-Road Construction Equipment Modeled in CalEEMod and Fuel Used* shows the off-road construction equipment fuel calculations based on the above formula, which shows that the off-road equipment utilized during construction of the would consume 39,264 gallons of fuel.

Table G – Off-Road Construction Equipment Modeled in CalEEMod and Fuel Used

Equipment Type	Equipment Quantity	Horsepower	Load Factor	Operating Hours per Day	Total Operational Hours ¹	Fuel Used (gallons)
Demolition						
Concrete/Industrial Saws	1	81	0.73	8	160	543
Excavators	3	158	0.38	8	480	1,488
Rubber Tired Dozers	2	247	0.40	8	320	1,632
Grading						
Excavators	1	158	0.38	8	160	496
Graders	1	187	0.41	8	160	633
Rubber Tired Dozers	1	247	0.4	8	160	816
Tractors/Loaders/Backhoes	3	97	0.37	8	480	989
Building Construction						
Cranes	1	231	0.29	7	1,610	5,568
Forklifts	2	89	0.2	8	5,520	5,639
Generators	1	84	0.74	8	1,840	6,564
Tractors/Loaders/Backhoes	3	97	0.37	7	4,830	9,949
Welders	1	46	0.45	8	1,840	2,186
Paving						
Pavers	2	130	0.42	8	320	902
Paving Equipment	2	132	0.36	8	320	785
Rollers	2	80	0.38	8	320	558
Architectural Coating						
Air Compressor	1	78	0.48	6	240	516
Total Off-Road Equipment Fuel Used during Construction (gallons)						39,264

Notes:

¹ Based on: 20 days for Demolition; 20 days for Grading; 230 days for Building Construction; 20 days for Paving; and 40 days for Painting.

Source: CalEEMod Version 2016.3.2; CARB, 2017.

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as a part of Appendix A and the fleet average miles per gallon rates calculated through use of the EMFAC2017 model. The EMFAC2017 model printouts are provided in Appendix A. Table H – *On-Road Construction Vehicle Trips Modeled in CalEEMod and Fuel Used* shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations, which shows that the on-road construction-related vehicle trips would consume 13,927 gallons of fuel.

Table H – On-Road Construction Vehicle Trips Modeled in CalEEMod and Fuel Used

Vehicle Trip Types	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase ¹	Fleet Average Miles per Gallon ²	Fuel Used (gallons)
Demolition						
Worker Trips	15	10.8	162	3,240	26.0	124
Vendor Truck Trips	6	7.3	44	876	7.9	110
Haul Truck Trips	3.7	20	73	1,460	7.9	184
Grading						
Worker Trips	15	10.8	162	3,240	26.0	124
Vendor Truck Trips	6	7.3	44	876	7.9	110
Haul Truck Trips	45.6	20	912	18,240	7.9	2,298
Building Construction						
Worker Trips	88	10.8	950	218,592	26.0	8,393
Vendor Truck Trips	18	7.3	131	30,222	7.9	3,808
Worker Trips	88	10.8	950	218,592	26.0	8,393
Paving						
Worker Trips	15	10.8	162	3,240	26.0	124
Architectural Coating						
Worker Trips	18	10.8	194	7,776	26.0	299
Total Fuel Used from On-Road Construction Vehicles (gallons)						15,575

Notes:

¹ Based on: 20 days for Demolition; 20 days for Grading; 230 days for Building Construction; 20 days for Paving; and 40 days for Painting.

² From EMFAC 2017 model (see Appendix A). Worker Trips based on entire fleet of gasoline vehicles and Vendor and Haul Trips based on only truck fleet of diesel vehicles.

Source: CalEEMod Version 2016.3.2; CARB, 2018.

Table G and Table H show that the combined fuel used from off-road construction equipment and on-road construction trips for the Proposed Project would result in the consumption of 54,839 gallons of petroleum fuel. This equates to 0.00028 percent of the gasoline and diesel consumed in the State annually. The construction-related petroleum use would be nominal, when compared to current petroleum usage rates. Construction activities associated with the Project Site would be required to adhere to all State and SDAPCD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant, and no mitigation would be required.

Operational Energy

The on-going operation of Proposed Project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, and vehicle trips. The following discussion describes and calculates the anticipated energy that would be used for the operation of the Proposed Project.

Operations-Related Electricity

The operations-related electricity usage was calculated in the CalEEMod model run detailed in Appendix A, Section 8.1 and that found the Sunrise Facility would use 379,076 kilowatt hours (kWh) per year and the proposed and relocated parking lots would use 16,380 kWh per year. Operation of the Proposed Project would utilize 395,456 kilowatt-hours per year of electricity. This equates to 0.002 percent of the electricity consumed annually by SDG&E. The Proposed Project would comply with all Federal, State, and City requirements associated with the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards*. The State's Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed buildings, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into all of the proposed structures. It is anticipated the Proposed Project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the Proposed Project's electricity demand. Therefore, potential impacts associated with electrical supply and infrastructure capacity would be less than significant, and no mitigation measures are required.

Operations-Related Natural Gas

Operation of the Proposed Project would result in increased consumption of natural gas at the Project Site. According to the CalEEMod model run in Appendix A, 684,126 kilo British Thermal Units (kBtu) per, which is equivalent to 684 mega-British Thermal units (MBtu) per year of natural gas per year would be utilized during the operation of the Proposed Project. The Proposed Project would comply with all Federal, State, and City requirements associated with the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards*. The State's Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed buildings, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into all of the proposed structures. Therefore, potential impacts associated with natural gas supply and infrastructure capacity would be less than significant and no mitigation measures are required.

Operations-Related Transportation Energy

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels associated with vehicular travel to and from the Project Site. According to the CalEEMod model run

provided in Appendix A, the Proposed Project would generate 543,320 vehicle miles traveled per year. The calculated total construction miles was then divided by the San Diego County fleet average rate of 26.0 miles per gallon, which was calculated through use of the EMFAC2017 model and based on the year 2022. The EMFAC2017 model printouts are shown in Appendix A. Based on the calculation methodology, operational vehicle trips generated from the Proposed Project would consume 20,860 gallons per year. Operation of the Proposed Project would also consume diesel fuel from the operation of the backup generator. According to the MTU Onsite Energy Data Sheet, a 200-kW generator consumes 10.7 gallons per hour with a 75 percent load. As detailed in Appendix A, Section 8.1, the typical maintenance cycling of the proposed diesel generator is anticipated to run 26 hours per year. This would result in the consumption of 278 gallons of diesel per year. The Proposed Project would also be designed to meet the 2019 Title 24, Part 6 building energy efficiency standards. The 2019 Title 24, Part 6 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, potential impacts associated with transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures are required.

The Proposed Project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Further, the Proposed Project would be constructed in accordance with all applicable City Building and Fire Codes which would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, potential impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination After Mitigation: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The development at the Project Site would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The City recently adopted the *City of Oceanside Energy Climate Action Element* (EACP) and *Oceanside Climate Action Plan* (CAP) as part of a General Plan Update and are consistent with the State's Title 24 Part 6 Building Energy Efficiency Standards.

Energy Climate Action Element

The Proposed Project would be consistent with energy related policies in Table I – *Proposed Project Greenhouse Gas Annual Emissions for Year 2025*.

Table I – Proposed Project Greenhouse Gas Annual Emissions for Year 2025

CAP Measure	Project-Level Implementation	Project Consistency
Goal ECAE-1a	The Oceanside community will significantly reduce its dependence on fossil fuels.	Consistent. The Proposed Project would not overuse fossil fuels.
Policy ECAE-1a-1	Incentivize the installation of solar photovoltaic systems in existing development, through community outreach and education, permit streamlining, and support of creative financing programs.	Not Applicable. This policy is only applicable to the City's existing development and to develop government financing programs that promote energy conservation.
Policy ECAE-1a-2	Require that new development supply a portion of its energy demand through renewable sources, to the extent practical and financially feasible.	Consistent. The Proposed Project will be designed to be solar ready, where the roof is designed to hold the load of solar panels and electrical conduit is installed between the roof and the electrical room, in order to assist in the future installation of solar panels.
Policy ECAE-1a-3	Continue to pursue the expansion of solar photovoltaic systems in municipal facilities, to both reduce the carbon footprint of municipal operations and achieve long-term cost savings.	Not Applicable. This policy is only applicable to City municipal facilities.
Policy ECAE-1a-4	Continue to explore Community Choice Aggregation (CCA) as a means of sourcing utility-scale renewable energy.	Not Applicable. This policy is only applicable to City financing programs.
Policy ECAE-1a-5	Explore opportunities for district heating/energy facilities, including cogeneration systems, central solar heating, and the use of local biomass as a fuel source.	Not Applicable. This policy is only applicable to City municipal facilities.
Policy ECAE-1a-6	Collaborate with MCB Camp Pendleton to identify opportunities for utility-scale renewable energy facilities.	Not Applicable. This policy is only applicable to City municipal facilities and Camp Pendleton.
Policy ECAE-1a-7	Allow for renewable energy storage facilities in appropriate locations, as technological advances and market conditions enhance the viability of renewable energy storage.	Not Applicable. This policy is only applicable to energy storage facilities.
Policy ECAE-1a-8	Continue to oppose offshore petroleum extraction and related onshore facilities.	Not Applicable. This policy is only applicable to City.
Policy ECAE-1a-9	Ensure that land use and development standards allow for wind energy generation facilities while protecting aesthetic resources, neighborhood character, and the City's overall visual quality.	Consistent. The Proposed Project has been designed to exceed the State's Title 24 energy efficiency standards and will incorporate several energy-efficiency design features into the project.
Policy ECAE-1a-10	Remain open to sourcing energy from biomass, hydropower, hydrogen, nuclear fission and other alternatives to fossil fuel, while advocating for the responsible use, containment, reprocessing, and disposal of waste material.	Not Applicable. This policy is only applicable for the development of energy resources. No known energy resources (i.e. oil wells or mining) exist on the Project Site.
Policy ECAE-1a-11	Remain open to tidal and wave energy harvesting as a potential clean energy source, while being mindful of potential impacts on marine biology, aesthetic resources, and maritime navigation.	Not Applicable. This policy is only applicable for the development of energy resources. No known energy resources (i.e. oil wells or mining) exist on the Project Site.

Table I – Proposed Project Greenhouse Gas Annual Emissions for Year 2025

CAP Measure	Project-Level Implementation	Project Consistency
Policy ECAE-1a-12	Participate in state and regional efforts to promote alternative fuels (e.g., biodiesel, bioalcohol, chemically stored electricity, biomass), to the extent practical and financially feasible.	Not Applicable. This policy is only applicable for the development of energy resources. No known energy resources (i.e. oil wells or mining) exist on the Project Site.
Goal ECAE-1d	The City will encourage energy efficiency and conservation in new development.	Consistent. The Proposed Project has been designed to exceed the State’s Title 24 energy efficiency standards and will incorporate several energy-efficiency design features into the project.
Policy ECAE-1c-1	Explore possible incentives for LEED-certified and zero net energy (ZNE) development, including permit streamlining and fee reductions or waivers.	Consistent. The Proposed Project has been designed to exceed the State’s Title 24 energy efficiency standards and will incorporate several energy-efficiency design features into the project.
Policy ECAE-1c-2	Encourage passive solar building design in new development.	Consistent. The Proposed Project will be designed to be solar ready, where the roof is designed to hold the load of solar panels and electrical conduit is installed between the roof and the electrical room, in order to assist in the future installation of solar panels.
Policy ECAE-1c-3	Develop outreach and educational materials promoting energy efficiency and conservation that can be distributed to new homeowners and new businesses at point of sale	Consistent. The Proposed Project will be designed to be solar ready, where the roof is designed to hold the load of solar panels and electrical conduit is installed between the roof and the electrical room, in order to assist in the future installation of solar panels.
Policy ECAE-1c-4	Establish an ongoing dialogue with commercial and industrial brokers and property management entities to promote the benefits of energy efficiency and conservation.	Not Applicable. This is a City policy between commercial, industrial brokers, and property management. However, the Proposed Project has been designed to exceed the State’s Title 24 energy efficiency standards and will incorporate several energy-efficiency design features into the project.
Policy ECAE-1c-5	Explore the possibility of establishing “reach” codes that promote energy efficiency beyond the requirements of the CALGreen Building Code.	Consistent. The Proposed Project is required to meet the Title 24 Part 11 CalGreen requirements that require green building techniques to be utilized, including requiring a minimum of 65 percent of construction waste to be diverted from landfills.
Policy ECAE-1c-6	Provide forums through which LEED-certified and Zero Net Energy (ZNE) development can be acknowledged and celebrated.	Consistent. The Proposed Project is required to meet the Title 24 Part 6 and 11.

Table I – Proposed Project Greenhouse Gas Annual Emissions for Year 2025

CAP Measure	Project-Level Implementation	Project Consistency
Policy ECAE-1c-7	As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	Consistent. The Proposed Project is required to meet the Title 24 Part 6 and 11.
Policy ECAE-1c-8	Encourage the development community to pursue financial incentives for energy efficiency offered by San Diego Gas and Electric (SDG&E).	Consistent. The Proposed Project is will work with San Diego Gas and Electric (SDG&E) related to energy efficiency financial incentives.
Goal ECAE-1d	The City will promote awareness of the embodied energy in construction materials and encourage the use of materials with lower embodied energy.	Consistent. The Proposed Project is will encourage embodied energy in construction materials and encourage the use of materials with lower embodied energy.
Policy ECAE-1d-1	Support state and/or federal efforts to develop life cycle carbon accounting frameworks for analyzing carbon emissions from building construction.	Not Applicable. This policy is only applicable to City.
Policy ECAE-1d-2	Prepare outreach and educational materials for homeowners, business owners, and construction professionals that identify the embodied energy in commonly used construction materials.	Not Applicable. This policy is only applicable to City related to outreach and educational materials.
Policy ECAE-1d-3	Encourage the use of locally produced construction materials, including salvaged lumber.	Consistent. The Proposed Project is will encourage the use of locally produced construction materials.

Source: City of Oceanside Final Climate Action Plan, April 2019.

Through implementation of the above programs, regulations, and policies, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, potential impacts associated with the conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination After Mitigation: Less Than Significant Impact.

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Preliminary Geotechnical Investigation was completed to determine potential impacts to geology and soils associated with the development of the Proposed Project (Appendix D– *Preliminary Geotechnical Investigation, Sunrise of Oceanside 4700 Mesa Drive, Oceanside, California, Geocon, Inc., June 2020*)

A Paleontological and Cultural Resources Assessment was completed to determine potential impacts to paleontological and cultural resources associated with the development of the Proposed Project (Appendix C – *Archaeological and Paleontological Records Searches and Sacred Lands File Search for Sunrise Senior Living, City of Oceanside, VCS Environmental, July 2020*).

Impact Analysis

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map?*

Significance Determination: Less Than Significant Impact. Appendix D indicates no mapped Quaternary faults crossing or trending toward the property. The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. The nearest known active faults are the Rose Canyon and Newport Inglewood Faults, located approximately 9 and 11 miles west of the Property Site, respectively. Therefore, potential impacts associated with the rupture of a known earthquake fault would be less than significant, and no mitigation would be required.

- ii. Strong seismic shaking?*

Significance Determination: Less Than Significant Impact. The Project Site is situated in a seismically active area that has historically been affected by generally moderate to occasionally high levels of ground motion. The Project Site lies in relatively close proximity to several active faults; therefore, during the life of the proposed structures, the property will probably experience similar moderate to occasionally high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. The development at the Project Site would be designed and constructed in accordance with the current California Building Code (CBC), which would address potential impacts related to potential ground shaking. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant, and no mitigation would be required.

- iii. Liquefaction?*

Significance Determination: Less Than Significant Impact. Liquefaction typically occurs when a site is in a zone with seismic activity, onsite soils are cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. If all four previous criteria are met, a seismic event could result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. Seismically induced settlement is settlement that may occur whether the potential for liquefaction exists or not.

The liquefaction susceptibility of the onsite subsurface soils was evaluated for the Project Site. Previously placed fill (Qpf), stiff sandy clay soil, and Santiago Formation (Tsa), hard, sandy claystone, strongly cemented soils, were located within depths of 5.5 feet below the ground surface. Laboratory testing were performed on the Project Site soils, according to the generally accepted test methods of the American Society for Testing and Materials and the results showed that density was above 98 percent, as detailed in Appendix B of Appendix D. Groundwater was not located within the depth of 30 feet below ground surface. The potential for liquefaction and seismically induced settlement occurring

within the Project Site soils is “low” due to the geologic conditions encountered, remedial grading recommended and lack of a shallow groundwater table.

Prior to the issuance of a grading permit, the Property Owner/Developer of the Proposed Project would be required to submit grading and foundation plans to the City for review to demonstrate compliance with the City’s grading requirements as well as any applicable recommendations contained in the geotechnical study. The residential development at the Project Site would be designed and constructed in accordance with CBC requirements which would reduce risks associated with liquefaction. Therefore, potential impacts associated with liquefaction would be less than significant, and no mitigation would be required.

iv. Landslides?

Significance Determination: Less Than Significant Impact. Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to various factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts. The Project Site is generally flat and is surrounded by similar topography and no significant slopes are proposed as part of the project design. Further, the California Department of Conservation GIS map¹⁰ does not show a landslide overlay on the Project Site. Prior to the issuance of a grading permit, the Property Owner/Developer of the Proposed Project would be required to submit grading and foundation plans to the City for review to demonstrate compliance with the City’s grading requirements as well as any applicable recommendations contained in the geotechnical study. The residential development at the Project Site would be designed and constructed in accordance with CBC requirements which would reduce risks associated with landslides. Therefore, potential impacts associated with landslides would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. Construction activity associated with development may result in wind driven soil erosion and loss of topsoil due to grading activities. However, all construction and grading activities would comply with City’s grading ordinance (OMC – Article IIA) and the Grading Regulation Manual using BMPs, including the use of gravel bags, slope planting, and storm drain inlet protection. The development at the Project Site would implement BMPs to control project runoff and protect water quality, which would limit operational impacts because of the Proposed Project. Upon project completion, the Project Site would be developed with residential dwelling units, paved surfaces, and landscaping, which would prevent substantial erosion from

¹⁰ <https://maps.conservation.ca.gov/cgs/lsl/> accessed June 8, 2020

occurring. Therefore, potential impacts associated with soil erosion would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

See Section 5.4.5.(a) for discussion regarding liquefaction and landslide hazards.

Significance Determination: Less Than Significant Impact. Based on Appendix D, the soils encountered to depths of 30 feet below ground surface have the properties of medium to hard sandy claystone which are cohesive soils and, as discussed in Section 6.4, the soils have a low liquefaction potential. The Property Owner/Developer would implement soils recommendations associated with excavation, drainage and slope maintenance found in Section 7 of Appendix D which include that to the maximum extent practical disturbed/loosened surficial soils be either removed or properly recompacted, irrigation systems be periodically inspected and maintained to eliminate leaks and excessive irrigation, and surface drains on and adjacent to slopes be periodically maintained to preclude ponding or erosion. The development at the Project Site would also be constructed in compliance with the CBC. Therefore, potential impacts associated with unstable soil would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. Based on Appendix D, the soils encountered in the Project Site are considered expansive soils. To reduce the potential for differential settlement, the Project Site would be constructed to the recommendations contained in site-specific geotechnical studies, Appendix D, which recommend that the upper three (3) feet of the building pad be comprised of soil with a “very low” to “low” expansion potential. The more highly expansive fill soils should be placed in the deeper fill areas, if present, and properly compacted. The development at the Project Site would also be constructed to the standards prescribed by the CBC. Therefore, potential impacts associated with expansive soils would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: No Impact. The Project Site would be served by a public sewer system. The development at the Project Site would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, no potential impacts associated with septic tanks or alternative wastewater disposal systems would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Significance Determination: Less Than Significant Impact with Mitigation Incorporated. The San Diego Natural History Museum (SDNHM) completed a Paleontology Records Check on May 27, 2020 and determined that the Project Site is underlain by the middle of Eocene-age Santiago Formation. According to Appendix D, exploratory trenches and borings located Santiago Formation soils within depths of 5.5 feet below the ground surface. This rock unit has produced significant terrestrial fossils in northern San Diego County and is considered to have high paleontological sensitivity. Although no paleontological localities are recorded within the Project Site, 63 localities are recorded within one mile. Thirteen of the localities are from Pleistocene-age fluvial and lacustrine deposits; the remaining 50 localities are from the Santiago Formation. Because Project Site exhibits high paleontological sensitivity and dozens of fossils have been discovered within one mile of the Project Site, monitoring during ground-disturbing activities and excavations would be required. Therefore, with implementation of **MM GEO-1**, potential impacts associated with paleontological resource or unique geological feature would be less than significant.

Mitigation Measures:

MM GEO 1: Prior to the issuance of grading permit, the Property Owner/Developer shall submit to the City of Oceanside Planning Division evidence that a qualified paleontologist has been retained for monitoring of all ground-disturbing activities.

The Property Owner/Developer shall include a note on the Grading Plans that if paleontological resources are unearthed during ground-disturbing activities associated with the Proposed Project, the Contractor shall cease all earth-disturbing activities within 50 feet of the discovery while construction activities may continue in other areas. The paleontologist shall collect and process sediment samples as necessary to determine the small fossil potential on the Project Site. The paleontologist shall evaluate the resource and determine if the discovery is significant. If the discovery proves to be significant, additional work such as salvage excavation and recovery may be warranted and shall be discussed in consultation with the appropriate regulatory agency. Any significant fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

Significance Determination After Mitigation: Less Than Significant Impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A – *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, Sunrise of Oceanside Project, Vista Environmental, August 10, 2020*). The results of the analysis are based on CalEEMod version **2016.3.2**.

Impact Analysis

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

Significance Determination: Less Than Significant Impact. The Proposed Project would consist of the development of 90-unit, 115-bed senior assisted living and memory care facility in Parcel ‘C’. For a more conservative analysis, the greenhouse gas emissions estimations were based on a 95-unit, 120 bed, senior assisted living, and memory care facility. As part of the Proposed Project, in Lot ‘D’ a drive aisle with 68 parking stalls would be constructed. The City adopted the *Oceanside Climate Action Plan (CAP)*, April 2019 which provides service population efficiency targets in five-year increments between the year 2020 and 2050. According to City staff, the appropriate target to utilize is the year 2025 local service population GHG emission goal of 3.5 MT CO₂e per year. According to the Project Applicant, by the year 2025, the Proposed Project would require 80 full time employees to operate, which would result in a service population of 200 persons (120 residents + 80 employees = 200 persons).

To determine if the Proposed Project meets the year 2025 efficiency target, the GHG emissions from the Proposed Project were calculate in CalEEMod for the year 2025 conditions. Summarized in Table J - *Proposed Project Greenhouse Gas Annual Emissions for Year 2025*.

Table J – Proposed Project Greenhouse Gas Annual Emissions for Year 2025

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	1.15	0.00	0.00	1.18
Energy Usage ²	165.75	0.01	0.00	166.41
Mobile Sources ³	195.31	0.01	0.00	195.56
Solid Waste ⁴	8.80	0.52	0.00	21.80
Water and Wastewater ⁵	35.95	0.16	0.00	41.24
Backup Generator	2.45	0.00	0.00	2.45
Construction ⁶	17.41	0.00	0.00	17.49
Total 2020 Emissions	426.82	0.71	0.00	446.13
Service Population⁷				200
Year 2020 Emissions per Service Population				2.2
City of Oceanside Year 2025 Efficiency Target				3.5

Notes:

¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of GHG emissions from electricity and natural gas usage.

³ Mobile sources consist of GHG emissions from vehicles.

⁴ Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁵ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁶ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

⁷ The service population was obtained from the CalEEMod model and represents the anticipated number of residents in the Proposed Project.

Source: CalEEMod Version 2016.3.2.

Table J above shows that the Proposed Project would create 446.13 MTCO₂e per year for the year 2025 conditions and would result in an efficiency rate of 2.2 MTCO₂e per year per service population that is within the CAP Year 2025 Efficiency Target of 3.5 MTCO₂e per year. The Year 2025 GHG emissions are based on approved statewide GHG reduction measures and the required GHG reduction measures provided in the City's Climate Action Plan which are detailed in Section 5.8(b). Therefore, potential impacts associated with greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The development at the Project Site would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The City recently adopted the *Oceanside Climate Action Plan (CAP)* in April 2019. Table K – *GHG Reduction Measures for New Developments and Project Consistency* provides a list of the applicable CAP Measures and details if they are applicable to the Proposed Project.

Table K – GHG Reduction Measures for New Developments and Project Consistency

CAP Measure	Project-Level Implementation	Project Consistency
E2 – Solar Photovoltaic Promotion Program	Measure E1 would include adoption of a Solar Ordinance for New Development. The Ordinance would require that new developments with 50 or more surface parking spaces to offset 50 percent of energy use through on-site renewable energy sources. As the Ordinance and associated enforcement program will be adopted several months after CAP adoption, the checklist measure includes the Ordinance’s requirement for renewable energy. This checklist item would be applicable wherever future development would include 50 or more surface parking spaces and would have a non-negligible electricity demand.	Not applicable. The Proposed Project includes a new 47 space parking lot, which is below the 50-space threshold for this measure.
W3 – Local Water Supply Development	Measure W3 would include capital improvements to increase the supply capacity of recycled water. While Measure W3 does not specifically call for implementation at the project-level, it is assumed that future development would use recycled water where feasible. The checklist item includes incorporation of service connections for recycled water use; this checklist item would be applicable wherever future development may feasibly offset potable water use with recycled water and where the project is located in a serviceable area.	Not applicable. There are no sources of recycled water in the project vicinity that would allow for the feasible offset of potable water use with recycled water.
TL1 – Smart Growth Policies	Transportation forecasts are based on the proposed land use pattern from the 2017 General Plan Update that is being prepared concurrently with the CAP. Measure TL1 would include adopting smart growth development policies – specifically, the majority of new development of housing units and employment generating land uses would be sited in Smart Growth Opportunity Areas (SGOAs). Thus, at the project-level, all projects sited outside an SGOA are assumed to develop uses that would be consistent with land use designation and all projects sited inside an SGOA are assumed to develop uses that are consistent with the character of the SGOA type. The minimum SGOA target densities identified by SANDAG are considered the most applicable criteria for determining whether a proposed land use would be consistent with the character of an SGOA type. The set of checklist item includes the limitations on proposed land uses. This set of checklist item would be applicable wherever future development would result in non-negligible vehicle trip generation.	Consistent. The Proposed Project would provide employment opportunities in a residential neighborhood. In addition, there is currently a bus stop for North County Transit District Bus Route 24010 on College Boulevard and Mesa Drive that would also promote the use of transit.
TL2 – Expanded Electric Vehicle Charging Infrastructure	Measure TL2 would include adoption of an Electric Vehicle Infrastructure Ordinance. The Ordinance would require all residential, commercial, and industrial development projects to prewire a portion of parking spaces to allow for future installation of electric vehicle charging stations. As the Ordinance and associated enforcement program will be adopted several months after CAP adoption, the checklist measure includes the Ordinance’s requirement for prewiring parking spaces. This checklist item would be applicable wherever future development would include parking spaces.	Consistent. The Proposed Project will be required to meet the Title 24 Part 11 requirements that require a minimum of 2 electric vehicle charging stations to be installed in the proposed 49 space parking lot.

Table K – GHG Reduction Measures for New Developments and Project Consistency

CAP Measure	Project-Level Implementation	Project Consistency
AF1 – Urban Forestry Program	<p>Measure E1 would include adoption of a Green Streets Ordinance. The Ordinance would require that new developments projects incorporate shade trees and establishes a goal of requiring that overall new development projects incorporate an average of 200 additional trees per year.</p> <p>The criteria for determining how many trees each individual development project would need to incorporate would not be established in the Green Streets Ordinance. Until adoption of the Green Streets Ordinance, interim criteria shall be one tree per each single-family residence, one tree per three multi-family residences, and one tree for each 14 jobs.</p> <p>Based on the SANDAG Series 13 Regional Growth Forecast between 2020 and 2030, development in Oceanside is anticipated to result in approximately 367 single-family residences and 2,221 multi-family residences. Based on employment projections developed by Keyser Marston Associates, employment is anticipated to increase by approximately 28,732 between 2014 and 2035. Therefore, it is estimated that average annual development would include at least 37 single-family residences, 221 multi-family residences, and non-residential uses that create 1,368 jobs. Based on this development that meets the interim criteria would result approximately 226 additional trees per year; this would demonstrate consistency with the Measure AF1 goal of planting an additional 200 trees per year.</p> <p>This checklist item would be applicable wherever future development would develop new land uses.</p>	<p>Consistent. The proposed Landscape Plan for the Proposed Project has been designed to include the planting of at least 60 trees per acre on the Project Site and would include shade trees for the parking lot areas.</p>

Source: City of Oceanside Final Climate Action Plan, April 2019.

Table K shows the Proposed Project is consistent with applicable CAP measures. Appendix A, Section 8.2 shows that the Proposed Project is consistent with the per capita GHG emissions thresholds provided in the CAP. Therefore, potential impacts associated with the conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was completed to determine potential impacts to hazards and hazardous materials associated with the existing Project Site. (Appendix E – *Phase I Environmental Site Assessment Sunrise of Oceanside*, Geocon Engineering, September 2019)

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?

Significance Determination: Less Than Significant Impact. Construction of Proposed Project would entail routine transport of potentially hazardous materials, including gasoline, oil solvents, cleaners, paint, and soil from the Project Site. Proper BMPs, preparation of a SWPPP, and hazardous material handling protocols would be required to ensure safe storage, handling, transport, use, and disposal of all hazard materials during the construction phase of the Proposed Project. Construction would also be required to adhere to any local standards set forth by the City, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risks to the public, such as

California OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention program, and the California Health and Safety Code.

Operation of Proposed Project would involve the residential senior living facility with associated landscape and maintenance. Additionally, it would store diesel for the proposed approximately 200 kW 247 horsepower back up diesel generator. None of the proposed land uses are typically considered hazardous to the public. Hazardous materials would be limited to private use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. These substances are required to comply with guidelines to minimize health risk to the public associated with hazardous materials. Therefore, potential impacts associated with the routine transport, use or disposal of hazardous materials would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. As discussed in Section 5.9(a), construction of the Proposed Project would be required to comply with all applicable federal, state and local laws and regulations pertaining to the transport, use, disposal, handling and storage of hazardous waste to reduce the likelihood and severity of accidents during potential future buildout of the Project Site. The use of hazardous material on the Project Site post-construction would consist of those commonly used in a residential/commercial setting and routine landscape maintenance and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure. Operation of the residential senior care facility at the Project Site would not involve the transport, use, or disposal of large quantities of hazardous materials as permitted by right due to the City of Oceanside's restrictions referenced in OMC Chapter 13 – *Solid Waste and Recycling*. Therefore, potential impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. Empresa Elementary School is within one-quarter mile to the south of the Project Site. The Property Owner/Developer would be required to comply with all applicable federal, state and local laws and regulations pertaining to the transport, use,

disposal, handling and storage of hazardous waste to reduce the likelihood and severity of accidents during buildout of the Project Site. The use of hazardous material on the Project Site post-construction would consist of those commonly used in a residential/commercial setting and routine landscape maintenance and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure. Operation of the residential senior care facility development at the Project Site would not involve the transport, use, or disposal of large quantities of hazardous materials as permitted by right due to the City of Oceanside's restrictions referenced in OMC Chapter 13 – *Solid Waste and Recycling*. Therefore, potential impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of an existing school would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: No Impact. According to the California Environmental Protection Agency Cortese List Data Resources¹¹, the Sunrise Facility is not listed on the Department of Toxic Substances Control EnviroStor list¹², the State Water Resources Control Board GeoTracker database¹³, or a solid waste disposal site¹⁴. The investigation that the ESA (Appendix E) conducted determined that the Project Site and the surrounding properties had no evidence of a recognized environmental condition (REC) in connections with the Project Site. Therefore, no potential impacts associated with sites listed pursuant to Government Code Section 65962.5 would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

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

Significance Determination: No Impact. Oceanside Municipal Airport, located approximately 3.46 miles northwest of the Project Site, is the closest airport to the Project Site. The *Oceanside Municipal Airport Land Use Compatibility Plan* does not designate the Project Site within the noise, safety, or

¹¹ <https://calepa.ca.gov/SiteCleanup/CorteseList/> accessed July 7, 2020

¹² <https://www.envirostor.dtsc.ca.gov> Accessed July 7, 2020

¹³ <https://geotracker.waterboards.ca.gov/> Accessed July 7, 2020

¹⁴ <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf> Accessed July 7, 2020

overflight, areas. Therefore, no potential impacts associated with public airport or public use airport safety hazards for people residing or working within the Project Site would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

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

Significance Determination: Less Than Significant Impact. The Project Site has two driveways; however, the easterly driveway rights of access are relinquished. As part of the Proposed Project, the Property Owner/Developer requests rights of access to relocated easterly driveway further west, as shown on **Figure 6**. Specifications for the driveway would be subject to City requirements, including driveway width requirements. The proposed access would be required to meet standards that allow emergency response vehicles, such as firetrucks, to service the entire development. Fire plan check would be required through the City's fire department to ensure adequate service is provided. The Proposed Project would also be subject to review and compliance with the City's Building Code to ensure structural integrity of all proposed buildings.

The City's Public Safety Element of the General Plan, Figure PS-11 – *Relocation Routes and Refugee Centers* identifies the nearest relocation and evacuation routes. The nearest designated routes to the Project Site are SR-76 to the north, College Boulevard to the east, and North River Road to the north. The City has an adopted Emergency Management Plan¹⁵ detailing preparedness and emergency management systems among other topics. The Proposed Project would not impair the evacuation routes detailed in the General Plan as it is not located on these evacuation routes. The Proposed Project would not compromise the City's Emergency Management Plan because it would be developed in conformance with the required standards set forth by the City's Zoning Ordinance, fire code regulations, and building code. These standards ensure project elements such as access, structural integrity, and clearances around structures are met so that they do not impact emergency response. Therefore, potential impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

¹⁵ <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=31899> accessed June 15, 2020

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

Significance Determination: Less Than Significant Impact. The Project Site is within a Local Responsibility Area, but not designated within a High Fire Hazard Severity Zone¹⁶. There is built environment surrounding the Project Site, with residential development to the north, east, west, and recreational and residential uses to the south. The Proposed Project would be subject to the standards and requirements set forth in the 2016 California Fire Code, which the City adopted by reference. The development at the Proposed Project would comply with construction standards outlined in Chapter 7A of the California Building Code on wildfire protection. Therefore, potential impacts associated with wildland fires would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

¹⁶ <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/> Accessed July 7, 2020

5.10 HYDROLOGY AND WATER QUALITY

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

A Storm Water Quality Management Plan was completed to determine potential impacts associated with water quality (SWQMP) (Appendix F –*Priority Development Project, Storm Water Quality Management Plan for Sunrise Senior Living Oceanside*, Fuscoe Engineering, Inc., July 2020).

A Preliminary Hydrology Study was completed to determine potential impacts associated with drainage and water quality (Appendix G – *Preliminary Hydrology Study for Sunrise Senior Living of Oceanside, 4800 Mesa Drive, Oceanside CA*, Fuscoe Engineering, Inc., June 2020).

Impact Analysis

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

Significance Determination: Less Than Significant Impact. The San Diego Regional Water Quality Control Board (SDRWQCB) sets water quality standards for all ground and surface waters within the region including the City of Oceanside. Water quality standards are defined under the Clean Water Act

to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). The Project Site is located within the San Luis Rey Watershed. Runoff from the Project Site ultimately drains to Mesa Drive or College Boulevard and routed to Talone Lake before ultimately discharging to the lower San Luis Rey River and the Pacific Ocean. The Lower San Luis Rey River, the Pacific Ocean shoreline, and San Luis Hydrologic Unit at the San Luis Rey River outlet are water bodies within the path of storm water from the Project Site that are currently listed as an impaired waterbody on the Clean Water Act (CWA) Section 303(d) List. These water bodies exceed the maximum total maximum daily load (TMDLs) pollutants allowed and contain Benthic Community Effects; Bifenthrin; Chloride; Indicator Bacteria; Nitrogen; Phosphorus; Total Dissolved Solids; and Toxicity.

Activities associated with the construction of the Proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. However, the Project developer is required to prepare a SWPPP pursuant to the statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level.

Development of the Proposed Project would add impervious surfaces to by the adding a parking lot and drive aisle in Lot “D” and the Sunrise Facility in Parcel ‘C’. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with buildings, drive aisles, walkways, and parking lots. These improvements may potentially impact water quality. However, according to Appendix F, impervious area was minimized given the proposed site usage, required materials, and the landscaping pervious cover. The Sunrise Facility would provide approximately 46,064 SF (approximately 35.91 % of Parcel ‘C’ total area), which would meet the City’s landscape requirements. According to Appendix G, on-site flows generated by the Proposed Project will be routed to stormwater treatment devices and detention systems, via catch basins, concrete gutters, and storm drain pipes, before ultimately discharging onto College Boulevard or Mesa Drive. The detention systems were designed to detain the required area volume to withstand a 10-year and 100-year storm event and to address hydromodification. Sewer and water lines would connect to the existing 8-inch main and 10-inch main, respectively, on Mesa Drive.

Stormwater runoff at the proposed west parking lot area (Lot ‘D’) would be conveyed towards the westerly corner to the proposed detention basin and a biofiltration system and to the existing curb inlet. Overflow would be routed to the existing 18” storm drain to College Boulevard. This design generally maintains the existing hydrology patterns. Stormwater runoff at the proposed senior assisted living and memory care facility and associated improvements (Parcel ‘C’), would be conveyed towards the east to the proposed detention basin and a biofiltration systems. Overflow would be routed to the

proposed parkway drain along Mesa Drive. This design generally maintains the existing hydrology patterns.

The Proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff. An onsite bio-retention basin is also included to treat storm water runoff before it leaves the site. The Proposed Project will also implement source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers, maintaining landscaping using minimal or no pesticides, utilizing covered and leak proof trash dumpsters. The Preliminary SWQMP was submitted to the City Engineering Division for review. Prior to issuance of a grading or building permit, a final SWQMP will be required for the Proposed Project. The Proposed Project would adhere to BMPs and with existing regulations. Therefore, potential impacts associated with water quality standards or waste discharge requirements would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. Based on Appendix F, groundwater was encountered to the depth of approximately 20 feet below the existing ground surface. Appendix F and Appendix D indicate the Project Site's soil and geological materials exhibit a "no infiltration" condition due to poor percolation characteristics of the bedrock and site geologic conditions. Due to this low infiltration rate, the Project Site would not be expected to contribute significantly to underlying groundwater basin. Water services would be provided by the City of Oceanside's Water Utility Department which purchases their water from the San Diego County Water Authority (SDCWA), groundwater, and recycled water. The City's current potable water sources include a blend of imported and desalinated seawater from SDCWA and local groundwater from the Mission Basin. The UWMP Act requires every urban water supplier to assess the reliability of its water supply for normal, single-dry, and multiple-dry years. Based on the City's 2015 Urban Water Management Plan (UWMP)¹⁷, Oceanside Water Utilities has sufficient water supplies to meet future water demand. The Proposed Project does not propose the use of local groundwater supplies or the construction of any groundwater wells. Therefore, potential impacts associated with the depletion of or interference with groundwater would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

¹⁷ <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=42188>, accessed June 22, 2020

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 on or off site;

Significance Determination: Less Than Significant Impact. There are no streams or rivers currently mapped at the Project Site, and the Project Site is not impacted by any off-site flows. According to Appendix F, the Project Site is relatively flat with a general directional flow of west to east. Development of the Proposed Project will generally maintain the existing drainage patterns by conveying runoff to stormwater treatment devices and detention systems via catch basins, concrete gutters, and storm drain pipes, before ultimately discharging onto College Boulevard or Mesa Drive. Therefore, potential impacts associated with altering 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 result in erosion on or off site would be less than significant, and no mitigation would be required.

ii. Increase the rate or amount of surface runoff in a manner which would result in flooding in or off site;

Significance Determination: Less Than Significant Impact. On-site flows generated by the Proposed Project would be collected and conveyed using a combination of catch basins, concrete gutters, and storm drain pipes to convey flows to the proposed on-site stormwater treatment devices and detention systems. The total discharge from the basin will flow ultimately flow onto College Boulevard and Mesa Drive. The detention systems would be sized to provide flood protection for the 10-year and 100-year storm event (Appendix F). The proposed stormwater treatment devices would adequately treat on-site flows. The Proposed Project would not impact flooding condition to upstream or downstream properties. Therefore, potential impacts associated with an increased rate or amount of surface runoff which would result in flooding would be less than significant, and no mitigation would be required.

iii. Create or contribute runoff water which would exceed capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

Significance Determination: Less Than Significant Impact. The proposed on-site catch basins, concrete gutters, and storm drain pipes would adequately convey flows to the detention systems to provide flood protection for a 10-year and 100-year storm event. Downstream facilities are either built to ultimate capacity considering the additional runoff from development of the Project Site or interim condition and deemed to be sufficient. Non-structural BMPs such as source control requirements, landscaping with native and/or drought tolerant species and common area landscape maintenance and litter control would contribute towards runoff control and water quality protection. The Property Owner/Developer shall prepare a SWPPP for construction activity associated with the Proposed Project. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges during construction and post construction in compliance with NPDES. Therefore, potential impacts associated with runoff water which would exceed capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. The Project Site is not in a flood hazard, tsunami, or seiche zone. The Project Site is within FEMA Map No. 06073C0756H (effective 5/16/2012) (Appendix 4 of Appendix G). Based on the FEMA Map, the Project Site is in Zone X, an “Area of Minimal Flood Hazard. The Project Site is located approximately five miles from the Pacific Ocean and is located outside of the inundation zones per the San Diego County Tsunami Inundation Maps¹⁸. Seismic seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. They are in direct contrast to tsunamis which are giant sea waves created by the sudden uplift of the sea floor. The nearest body of water to the Project Site is the San Luis Rey River, located approximately two (2) miles north of the Project Site. At this distance, the San Luis Rey River would not impact the Project Site with enough water, if any, to inundate them. Additionally, as indicated in Section 5.9, hazardous materials would be limited to private use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. These substances are required to comply with guidelines to minimize health risk to the public associated with hazardous materials. Therefore, potential impacts associated with release of pollutants due to project inundation from seiche, tsunami, or mudflow would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: Less Than Significant Impact. Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide Construction General Permit (i.e. SWPPP) and the MS4 Permit (i.e. SWQMP). The Proposed Project would adhere to these regulations as described in Section 5.10(a). Through compliance with said regulations, the Proposed Project would be consistent with the SDRWQCB Water Quality Control Plan (Basin Plan). Since the Project Site is a planned component of the General Plan, underlain by soils with poor infiltration, the Proposed Project would be consistent with water quality and sustainable groundwater management plan. Therefore, potential impacts associated with the conflict or obstruction of implementation of a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

¹⁸ <https://www.conservation.ca.gov/cgs/tsunami/maps/san-diego> Accessed June 22, 2020

5.11 LAND USE/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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Would the project physically divide an established community?

Significance Determination: No Impact. The Project Site, bounded by Mesa Drive and College Boulevard, is in an established built community with existing roads and utilities available to service the Proposed Project. The proposed development at the Project Site would not physically impede or divide the existing community. Therefore, no potential impacts associated with physically dividing an established community would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

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

Significance Determination: Less Than Significant Impact. As indicated in the Table B of the Project Description, the senior assisted living and memory care facility is in Parcel 'C', zoned CL. A conditional use permit (CUP20-00002) would allow the senior assisted living and memory care facility to operate in the CL zone under the limited residential care use. The proposed senior assisted living and memory care facility would have a 0.61 FAR (78,100 SF/128,263SF), which would be consistent with the maximum FAR requirement of 1.0 in the CL zone. A tentative map (P20-00001) would be required to subdivide Parcel B to Parcel B and Parcel 'C' and revise access rights that are currently relinquished along the proposed parcel's frontage on Mesa Drive to relocate the existing easterly driveway further west as shown on **Figure 4**. A Development Plan (D20-00002) review by the Planning Commission would be required for projects in commercial districts on sites of two acres or more involving new construction, additions of more than 2,500 square feet of floor area on sites of two acres or more, and any exterior alterations to existing buildings or building complexes greater than or equal to 10,000 square feet of floor area. The Proposed Project would adhere to City's Zoning Ordinance. No General Plan Land use or Zoning changes are proposed. Therefore, potential impacts associated with a significant environmental impact due to conflicts with any applicable land use plan for the purpose of avoiding or mitigating an environmental effect would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Significance Determination: Less Than Significant Impact. The California Department of Conservation¹⁹ classifies the Project Site and its surroundings as MRZ-3, defined as areas of undetermined mineral resource significance. The implementation of the Proposed Project would not result in loss of availability of any known mineral resource identified in the state's special report because the development does not involve the removal or extraction of minerals. Therefore, potential impacts associated with the availability of known mineral resources would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation required.

Significance Determination: Less Than Significant 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?

Significance Determination: Less Than Significant Impact. The General Plan identifies two major areas of mineral deposits within the City; the San Luis Rey River Basin and a mineral extraction area located along El Camino Real, north of Oceanside Boulevard owned by Crystal Silica Mining Company. The San Luis Rey Basin contains landfill and beach sand (non-construction quality) and construction quality sand suitable for concrete and plaster. However, San Diego's *River Sand Resources Study* (study) conducted in 1974 determined that "even though it contains a great quantity of material, the San Luis Rey River probably does not have the potential for supplying an increasingly large percentage of the County's sand needs for many years..." The Crystal Silica Company ceased mining operations and this area is now known as El Corazon. Therefore, potential impacts associated with the availability of a locally important mineral resource recover site would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation required.

Significance Determination: Less Than Significant Impact.

¹⁹ <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> accessed July 18, 2020

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Generation of excessive ground borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Noise Impact Analysis was completed to determine potential impacts to noise associated with the development of the Proposed Project (Appendix H - *Noise Impact Analysis, Sunrise of Oceanside Project, City of Oceanside, Vista Environmental, July 30, 2020*).

Impact Analysis

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

Significance Determination: Less Than Significant with Mitigation Incorporated. The implementation of the Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the Oceanside General Plan or OMC Noise Ordinance or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to City standards.

Construction-Related Noise

The construction activities for the Proposed Project would include demolition and grading of approximately 5.5 acres of the 14.24-acre Project Site, building construction of the Assisted Living Center, paving of onsite the proposed 49 space parking lot and relocated 68 space parking area and driveways, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors are single-family homes located as near as 70 feet to the east of the area that would be disturbed on the Project Site. There are also single-family

homes located on the south side of Mesa Drive that are as near as 100 feet from the area that would be disturbed on the Project Site.

The City's General Plan requires that construction activities that occur within 500 feet of residential uses and creates a noise level of 50 dBA or higher to be restricted from occurring between 8 PM and 7 AM. The City's General Plan also restricts the operation of any construction equipment that produces a noise level of 85 dBA at 100 feet and restricts any construction activities that increases the ambient noise level by 5 dBA or more from occurring between 6 PM and 7 AM.

Section 38.17(b) of the City's Municipal Code restricts the operation of any internal combustion engines without a muffler or other device that prevents loud explosive noises from occurring. Section 38.17(c) of the City's Municipal Code restricts the operation of construction equipment between 10 PM and 7 AM. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities during the allowable hours of construction of between 7 AM and 6 PM and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed below in Table L are utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at any of the nearby homes and school.

Table L – FTA Construction Noise Criteria

Land Use	Day (dBA Leq(8-hour))	Night (dBA Leq(8-hour))	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80*
Industrial	90	90	85*

Notes:

* 24-hour Leq not Ldn.

Source: Federal Transit Administration, 2018.

Construction noise impacts to the nearby sensitive receptors are calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of Appendix H and include Table M – *Construction Equipment Noise Emissions and Usage Factors* shown below. The results are shown in subsequent Table J and the RCNM printouts are provided in Appendix H.

Table M – Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor¹ (percent)	Spec 721.560 Lmax at 50 feet² (dBA, slow³)	Actual Measured Lmax at 50 feet⁴ (dBA, slow³)
Demolition				
Concrete/Industrial Saws	1	40	85	83
Excavators	3	40	85	81
Rubber Tired Dozers	2	40	85	82
Grading				
Excavator	1	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor, Loader or Backhoe	3	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	2	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoe	3	40	84	N/A
Welder	1	40	73	74
Paving				
Paver	2	50	85	77
Paving Equipment	2	50	85	77
Roller	2	20	85	80
Architectural Coating				
Air Compressor	1	40	80	78

Notes:

¹ Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

² Spec 721.560 is the equipment noise level utilized by the RCNM program.

³ The “slow” response averages sound levels over 1-second increments. A “fast” response averages sound levels over 0.125-second increments.

⁴ Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

Table N – Construction Noise Levels at the Nearest Homes and School

Construction Phase	Construction Noise Level (dBA Leq) at:	
	Nearest Homes¹	Nearest School²
Demolition	77	73
Grading	75	70
Building Construction	73	69
Paving	71	66
Painting	66	61
FTA Construction Noise Threshold³	80	80
Exceed Thresholds?	No	No

¹ The nearest homes to the east are located as near as 70 feet from the area to be disturbed on the Project Site. 3 dB of attenuation was added to the RCNM model in order to account for the 2-foot wall that is located on top of an 8 foot berm on the east side of the Project Site.

² The nearest homes to the south are located as near as 100 feet from the area to be disturbed on the Project Site. 5 dB of attenuation was added to the RCNM model in order to account for the 6-foot wall that is located along the south side of Mesa Drive

³ FTA Construction Noise Threshold obtained from Appendix A, Table B (p. 9).

Source: RCNM, Federal Highway Administration, 2018

Table N shows that the greatest noise impacts would occur during the demolition phase of construction, with a noise level as high as 77 dBA Leq at the nearest homes to the east and as high as 73 dBA at the nearest homes to the south, which are both within the FTA daytime construction noise standards of 80 dBA. The Proposed Project would not create a substantial temporary increase in ambient noise levels from construction of the Proposed Project. Therefore, potential impacts associated with substantial temporary increase in ambient noise levels from construction of the Proposed Project would be less than significant.

Operational-Related Noise

The Proposed Project would consist of the development of 90-unit, 115-bed senior assisted living and memory care facility in Parcel 'C'. For a more conservative analysis, the noise estimations were based on a 95-unit, 120 bed, senior assisted living, and memory care facility. Potential noise impacts associated with the operations of the Proposed Project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities that have been analyzed separately below.

Roadway Vehicular Noise Impacts to Nearby Residents

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway so the Proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

Since neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels", this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed above in Table A that shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels.

The potential offsite traffic noise impacts created by the on-going operations of the Proposed Project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model traffic noise calculation spreadsheets are provided in Appendix D. The Proposed Project's potential offsite traffic noise impacts have been analyzed for the existing year and existing plus cumulative projects conditions that are discussed separately below.

Existing Conditions

The Proposed Project's potential offsite traffic noise impacts have been calculated through a comparison of the Existing scenario to the Existing With Project scenario. The results of this comparison are shown in Table O - *Existing Project Traffic Noise Contributions*.

Table O – Existing Project Traffic Noise Contributions

Roadway	Segment	dBA Ldn at Nearest Receptor ¹			Increase Threshold ²
		Existing	Existing Plus Project	Project Contribution	
College Boulevard	North of Mesa Drive	66.5	66.5	0.0	+1 dBA
College Boulevard	South of Mesa Drive	67.0	67.0	0.0	+1 dBA
Mesa Drive	West of College Boulevard	62.3	62.3	0.0	+2 dBA
Mesa Drive	East of College Boulevard	62.2	62.2	0.1	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Appendix H, Table F (p. 18), does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed in Appendix H, Table A (p. 8)

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table O shows that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Existing Plus Cumulative Projects Conditions

The Proposed Project's potential offsite traffic noise impacts have been calculated through a comparison of the Existing plus cumulative projects scenario to the Existing plus cumulative projects with project scenario. The results of this comparison are shown in Table P - *Existing Plus Cumulative Projects Traffic Noise Contributions*.

Table P – Existing Plus Cumulative Projects Traffic Noise Contributions

Roadway	Segment	dBA Ldn at Nearest Receptor ¹			Increase Threshold ²
		Existing Plus Cumulative	Existing Plus Cumulative With Project	Project Contribution	
College Boulevard	North of Mesa Drive	66.6	66.6	0.0	+1 dBA
College Boulevard	South of Mesa Drive	67.2	67.2	0.0	+1 dBA
Mesa Drive	West of College Boulevard	62.3	62.3	0.0	+2 dBA
Mesa Drive	East of College Boulevard	62.2	62.2	0.1	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Appendix H, Table F (p. 18), does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Appendix H, Table A (p. 8)

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table P shows that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing plus cumulative projects conditions. Impacts would be less than significant.

Onsite Noise Sources

The operation of the Proposed Project may create an increase in onsite noise levels from the operation of the senior assisted living and memory care facility that would include noise from the rooftop mechanical equipment, parking lot, delivery trucks, and backup generator.

Section 38.12(a) of the City's Municipal Code limits the noise created from onsite sources to 50 dBA between 7:00 a.m. and 9:59 p.m. and 45 dBA between 10:00 p.m. and 6:59 p.m. at the property lines of the nearby residential uses. In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lot, delivery trucks, and backup generator, reference noise measurements were taken of each noise source and are shown in Table Q - *Operational Noise Levels at the Nearest Home to Each Noise Source*. The noise levels from each source were calculated through use of a soft site geometric spreading of noise from a point source with a drop-off rate of 7.5 dB for each doubling of the distance between the source and nearest offsite receiver as well as the sound reduction provided by existing and proposed walls. The reference noise measurements and associated calculations are provided in Appendix E.

Table Q – Operational Noise Levels at the Nearest Home to Each Noise Source

Noise Source	Reference Noise Measurement		Calculated Noise Levels		City Noise Standards ² (Day/Night)	Exceed Standard? (Day/Night)
	Distance Receptor to Source (feet)	Reference Noise Level (dBA Leq)	Distance to Homes (feet)	Noise Level ¹ (dBA Leq)		
Rooftop Mechanical Equipment	10	66.6	55	35	50/45	No/No
Parking Lot	10	52.1	150	5	50/45	No/No
Delivery Trucks	30	54.8	150	20	50/45	No/No
Backup Generator	23	88.9	200	46	50/45	No/Yes

Notes:

¹ The noise levels were calculated through use of a soft site geometric spreading of noise from a point source with a drop-off rate of 7.5 dB for each doubling of the distance between the source and receiver plus noise attenuation provided by sound walls (see Appendix H, Appendices E).

² City Noise Standards from Section 38.12(a) of the City's Municipal Code .

Table Q shows that the rooftop mechanical equipment, parking lot activities, and delivery truck noise sources would all be within both the City's daytime and nighttime noise standards at the nearby homes. However, the proposed backup generator would be within the daytime noise standard and would exceed the nighttime noise standard at the nearby homes. This would be considered a significant impact.

MM-NOI-1 would restrict all regular maintenance and cycling activities for the backup generator from occurring between the hours of 10 p.m. and 7 a.m. With implementation of **MM-NOI-1**, noise from operation would be reduced to within required noise standards and potential impacts associated with operational noise would be less than significant.

Therefore, with implementation of **MM-NOI-1**, potential impacts associated with substantial temporary or permanent increases in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards would be less than significant.

Mitigation Measures:

MM NOI-1: The Property Owner/Developer shall restrict all regular maintenance and cycling activities for the backup diesel generator from occurring between the hours of 10:00 p.m. and 7:00 a.m.

Significance Determination After Mitigation: Less Than Significant Impact.

b) Would the project result in the generation of excessive ground borne vibration or groundborne noise levels?

Significance Determination: Less Than Significant Impact. The Proposed Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

Construction Related Vibration Impacts

The construction activities for the Proposed Project would include demolition and grading of approximately 5.5 acres of the 14.24-acre Project Site, building construction of the Assisted Living Center, paving of onsite the proposed 49 space parking lot and relocated 68 space parking area and driveways, and application of architectural coatings. Vibration impacts from construction activities associated with the Proposed Project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors are single-family homes located as near as 70 feet to the east of the area that would be disturbed on the Project Site.

Since neither the City's General Plan nor the Municipal Code provide a quantifiable vibration threshold, Caltrans guidance that is detailed in Appendix H, Section 4.2 is utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer. Table R - *Vibration Source Levels for Construction Equipment* shows that a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet.

Table R – Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L _v) at 25 feet
Pile driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

Based on typical propagation rates, the vibration level at the nearest offsite receptor (70 feet away) would be 0.03 inch per second PPV. The vibration level at the nearest offsite receptor would be within the 0.25 inch per second PPV threshold detailed above. Therefore, potential impacts associated with construction related vibration would be less than significant, and no mitigation would be required.

Operations-Related Vibration Impacts

The Proposed Project would consist of the development of 90-unit, 115-bed senior assisted living and memory care facility in Parcel 'C'. For a more conservative analysis, the greenhouse gas emissions estimations were based on a 95-unit, 120 bed, senior assisted living, and memory care facility. The on-going operation of the Proposed Project would not include the operation of any known vibration sources other than typical vehicle operations that normally occur in residential neighborhoods. Therefore, potential impacts associated with operations related vibration would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has 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?

Significance Determination: No Impact. The Proposed Project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Oceanside Municipal Airport that is located as near as 3.2 miles west of the Project Site. The Project Site is located outside of the 60 dBA CNEL noise contours of Oceanside Municipal Airport, so no impact would occur from aircraft noise. Therefore, no potential impacts from aircraft noise would occur, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a) Would the project include 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)?

Significance Determination: Less Than Significant Impact. The Proposed Project is consistent with the GP land use designation and zoning classifications. The Sunrise Facility use is a conditional permitted use in the CL zone. The Sunrise Facility's floor area ratio (FAR) of 0.61 would be consistent with the CL zone standards of 1.0. The development at the Project Site is consistent with the existing land use designation and zoning. The Proposed Project does not include extension of roads or other infrastructure beyond what is required to adequately serve the Proposed Project. Therefore, potential impacts associated with unplanned population growth would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: No Impact. The Sunrise Facility and the parking drop off area, and internal road improvements on Lot 'D' would be developed on the vacant portion of the Project Site and would not require the removal of existing housing or people. Therefore, no potential impacts associated with the displacement of existing people or housing would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

5.15 PUBLIC SERVICES

Would the project		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The City collects various impact fees on new development, consistent with the California Fee Mitigation Act. Impact fees fund the expansion of park space, public facilities, drainage facilities, and local roadways to address increased demand occasioned by population and employment growth. When new development results in specific deficiencies in public facilities (e.g., inadequate water supply or sewer capacity), the City can require that these deficiencies be mitigated through physical improvements or in-lieu fees.

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

i) Fire Protection?

Significance Determination: Less Than Significant Impact. Fire protection services for the Project Site are provided by the Oceanside Fire Department (OFD), which operates eight (8) fire stations and employs approximately 115 full-time personnel²⁰. The OFD has reviewed the Proposed Project for issues, including those to existing service. The closest fire station to the Project Site is Fire Station No. 6, located approximately 1.6 miles northeast on North Santa Fe Avenue. Based on the proximity of the Project Site to existing OFD facilities, and since the Project Site is in a developed portion of the City that is within the service area of OFD, the Proposed Project would be served by OFD.

²⁰ <https://www.ci.oceanside.ca.us/gov/fire/about/overview.asp> accessed February 28, 2020

The construction of 90-unit, 115 bed senior assisted living and memory care facility would result in approximately 115 residents. This would represent less than 0.06 percent of the City's existing population²¹, and therefore could incrementally increase demand for fire protection services. However, the Property Owner/Developer would be required to submit building plans that comply with OMC Chapter 11 – Fire Protection, and Chapter 6 – Building Construction Regulations to ensure the Proposed Project is developed in compliance with all applicable Building and Fire safety requirements, as well as pay the appropriate impact fees in effect at the time building permits are issued to offset any potential impact to fire facilities. Development of the Project Site would not result in the need for new or physically altered fire protection facilities. Therefore, potential impacts associated with fire protection would be less than significant, and no mitigation would be required.

ii) Police Protection?

Significance Determination: Less Than Significant Impact. The Oceanside Police Department (OPD) provides law enforcement and crime prevention services in Oceanside and has reviewed the Proposed Project for potential issues, including impacts to existing service. OPD employs approximately 228 sworn officers and a support staff of 84. The OPD operates out of six (6) resource centers, with two (2) centers operated by OPD and the remaining four (4) operated by the City's Housing and Neighborhood Service Department. The centers are designed to provide a sense of community and security to residents of the surrounding area and serve as a component of the Department's community-policing philosophy. The locations of the resource centers are: Police Beach Facility (122 North The Strand), Downtown Resource Center (401 Mission Avenue #C-122), Chavez Resource Center (605 San Diego Street), Crown Heights Resource Center (1210 Division Street), Libby Lake Resource Center (4700 North River Road), and San Luis Rey Resource Center (521 Vandergrift Boulevard, Suite B). The OPD headquarters is located at 3855 Mission Ave. The Libby Lake Resource Center is located approximately 3 miles northwest of the Project Site. Based on the proximity of the Project Site to OPD and since the Project Site is in a developed portion of the City that is within the service area of the OPD, the Proposed Project would be served by OPD.

The construction of 90-unit, 115 bed senior assisted living and memory care facility would result in approximately 115 residents, which would represent less than 0.06 percent of the City's existing population, which could incrementally increase demand for police protection services. However, the Property Owner/Developer would be required to pay development impact fees at the time building permits are issued to offset any potential impact to police facilities. Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

²¹ The United States Census, *QuickFacts*, City of Oceanside, California-
<https://www.census.gov/quickfacts/fact/table/oceansidecitycalifornia/PST045219> (Accessed June 8, 2020)

iii) Schools?

Significance Determination: Less Than Significant Impact. Oceanside students in kindergarten through 12th grade are served by the Oceanside Unified School District (OUSD), the Vista Unified School District (VUSD), the Bonsall Unified School District (BUSD), the Carlsbad Unified School District (CUSD), and a variety of parochial and secular private schools. The OUSD presently operates 16 elementary schools (three of which are located on Camp Pendleton), four middle schools, two traditional high schools (Oceanside HS and El Camino HS), one continuation high school (Ocean Shores HS), one K-8 charter school (Pacific View Charter) and one K-12 charter school (Coastal Academy). The VUSD serves Oceanside students at four elementary schools (Alamosa Park, Empresa, Mission Meadows, and Temple Heights), two middle schools (Madison and Roosevelt), and one high school (Mission Vista). The BUSD operates one elementary school in Oceanside (Bonsall West). Both the OUSD and VUSD operate adult education/ROP programs.

The construction of 90-unit, 115 bed senior assisted living and memory care facility would result in approximately 115 residents, which would represent less than 0.06 percent of the City's existing population. The residences of the proposed Sunrise Facility would be seniors and would not use school facilities. Nevertheless, the Proposed Project would be subject to OUSD Developer Fees, which requires the payment of mandatory impact fees to offset any impact to school facilities. The Property Owner/Developer would be required to pay its fair share of school. Therefore, potential impacts associated with schools would be less than significant, and no mitigation would be required.

iv) Parks?

Significance Determination: Less Than Significant Impact. Oceanside's parks and recreation facilities consist of five recreation centers, two senior centers, 15 community parks, 17 neighborhood parks, one regional park, five skate parks, two pools, and two gymnasiums. Other facilities include 3.5 miles of beach, miles of trails, acres of open space, a small craft harbor, a fishing pier, two community theaters, an art museum, a surf museum, a nature center, and two municipal golf courses. In 2019, the City finalized a Parks and Recreation Master Plan Final Report (Parks Master Plan), which includes a parks and recreation facility inventory. This inventory indicates there is a broad range of passive and active opportunities, well dispersed throughout the City. The City currently has approximately 642 acres of park land. This includes 269 acres of community parks and centers (including 2 acres of El Corazon), 74 acres of neighborhood parks, and two aquatic facilities. Residents also enjoy 115 acres of school recreation areas (with existing Memorandums of Understanding). A major recreation resource for the community is the coastline. Oceanside has approximately 35 acres of usable beaches under the control of the City. The City also owns Oceanside Harbor which offers marine boating facilities and services.²²

There are two schools located less than one mile from the Project Site; Empresa Elementary School, south of the Project Site, and Montecito High School, southwest of the Project Site. Of these two schools, Montecito High School has a Memorandum of Understanding with the City to utilize its open

²² *Oceanside Parks and Recreation Master Plan, Final Report* 2019, <https://www.ci.oceanside.ca.us/gov/ns/parks/parksandrecreationmasterplan/default.asp>, Accessed June 2020

space as recreation area for City residents. Adjacent to Montecito High School is Martin Luther King Jr. Park. The Martin Luther King Jr. Park is approximately 17 acres and includes various amenities including barbecue, baseball/softball field, multipurpose field, parking area, picnic area, play equipment, restrooms, roller hockey field, and a soccer field. The closest park to the Project Site is the Rancho Del Oro Park, south of the Project Site, adjacent to Empresa Elementary School. This park is approximately 16 acres and includes various amenities including multipurpose field, parking area, restrooms, and a tennis field.

The construction of 90-unit, 115 bed senior assisted living and memory care facility would result in approximately 115 residents. The senior assisted living and memory care facility would provide amenities for these residents which includes a courtyard with tables and chairs for outdoor seating, a meandering sidewalk around the perimeter of the facility, and a garden located near the memory care area. These facilities are provided to serve the residents who require assistance with activities of daily living. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the residents of the Proposed Project to recreate on the Project Site while incrementally reducing impacts associated with off-site public park and recreational facilities. Additionally, in compliance with the Quimby Act, the City's Development Services Impact Fees for new development, would be required for the Proposed Project, which would levy an in-lieu fee for park improvements²³. Therefore, potential impacts associated with park facilities would be less than significant, and no mitigation would be required.

v) Other public facilities?

Significance Determination: Less Than Significant Impact. It is reasonable to assume that a portion of the approximately 115 residents generated by the Proposed Project would patronize public facilities such as local library branches operated by the City. The Oceanside Public Library system consists of the Civic Center Library and two (2) branches, Mission Branch Library and READS Literacy Center, as well as two (2) Bookmobile libraries²⁴. The Mission Branch Library is the closest library to the Project Site, located approximately 2.9 miles to the northwest.

According to the City's 2017-2020 Library Strategic Plan, approximately 415,000 library visits were made by the end of 2016²⁵. The Proposed Project would add approximately 115 residents, which represents less than 0.06 percent of the existing City residents who are served by the Oceanside Public Library system. This nominal increase in library patrons is not expected to significantly impact the Oceanside Public Library's ability to serve existing and future users. Therefore, potential impacts associated with libraries and other public facilities would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

²³ <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=48523> Accessed June 15, 2020

²⁴ <https://www.ci.oceanside.ca.us/gov/lib/about/hrslocations.asp> Accessed June 15, 2020

²⁵ <https://www.ci.oceanside.ca.us/documents/Library/lsp.pdf> (p. 4) Accessed June 15, 2020

5.16 RECREATION

Would the project		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact 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?

Significance Determination: Less Than Significant Impact. The development of the Proposed Project would likely not result in an increased use of existing neighborhood and regional parks or other recreation facilities due to the increase in residential units. However, the Property Owner/Developer would be subject to payment of required public facilities fees toward parks at a cost of \$4,431.00 per unit to offset any increase in usage of existing public recreation facilities. Therefore, potential impacts associated with an increase in use of existing neighborhood and regional parks would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: No Impact. The Proposed Project does not include construction of recreational facilities or is it required to construct or expand recreational facilities. Therefore, no potential impacts associated with recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment would occur.

Mitigation Measures: No Mitigation Required.

Significance Determination After Mitigation: No Impact.

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, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Traffic Impact Study was completed to determine potential impacts to traffic associated with the development of the Proposed Project (Appendix I – *Traffic Impact Study Sunrise of Oceanside*, Linscott, Law & Greenspan, Engineers, July 21, 2020).

Impact Analysis

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

Significance Determination: Less Than Significant Impact. Linscott, Law & Greenspan, Engineers prepared a Traffic Impact Analysis (Appendix I) to identify and evaluate the traffic impacts on the local circulation system as a result of development of the proposed senior assisted living and memory care facility in Parcel 'C'. The traffic analysis analyzed four scenarios: 1) existing traffic intersection and roadway conditions; 2) existing plus project traffic intersection and roadway conditions; 3) existing plus near-term cumulative projects traffic intersection and roadway conditions; and 4) existing plus near-term cumulative projects plus project traffic intersection and roadway conditions. The San Diego Traffic Engineering Council/Transportation Engineers (SANTEC/ITE) Guidelines for Traffic Impact Studies (TIS) in the San Diego Region was used to determine the significance of traffic impacts associated with requiring mitigation for intersections. In respect to roadway segments, the City of Oceanside strives to maintain an average daily operating condition of LOS D or better. The following intersections and roadway segments were included in the traffic analysis for the project:

Intersections

1. Mesa Drive / College Boulevard
2. Mesa Drive / Avenida De Plata
3. Mesa Drive/ Rancho Del Oro Park Drive

Street Segments

1. College Boulevard: North of Mesa Drive
2. College Boulevard: South of Mesa Drive
3. Mesa Drive: College Boulevard to Rancho Del Oro Park
4. Mesa Drive: West of College Boulevard

The existing peak hour traffic volumes (7:00-9:00 am and 4:00-6:00 pm) were collected on December 17, 2019 while school was in session. The Proposed Project traffic generation rates were calculated using the trip generation rates published in the *Institute of Transportation Engineers Trip Generation Manual, 10th edition* for the “assisted living” land use (Land Use Code 254). The typical trip generation rates used in the City of Oceanside are the regional SANDAG “Brief Guide” rates (2002). However, these rates do not include a land use like the proposed assisted living.

If the Proposed Project development exceeds the thresholds in Table S - *Traffic Impact Significant Thresholds*, then the project may be considered to have a significant project impact. A feasible mitigation measure would need to be identified to return the impact within the thresholds (pre-project + allowable increase) or the impact will be considered significant and unmitigated.

Table S – Traffic Impact Significant Thresholds

Level of Service with Project ^a	Allowable Increase Due to Project Impacts ^b	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
E & F	0.02	2.0
<p>Source: SANTEC/ITE <i>Guidelines for Traffic Impact Studies in the San Diego Region</i>, March 2, 2000.</p> <p>Footnotes:</p> <p>a. All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 or a similar LOS chart for each jurisdiction). The acceptable LOS for roadways and intersections is generally “D” (“C” for undeveloped or not densely developed locations per jurisdiction definitions).</p> <p>b. If a Proposed Project’s traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigations (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the Proposed Project becomes unacceptable the project applicant shall be responsible for mitigating significant impact changes.</p> <p>General Notes:</p> <ol style="list-style-type: none"> 1. V/C = Volume to Capacity Ratio 2. Speed = Arterial speed measured in miles per hour 3. Delay = Average stopped delay per vehicle measured in seconds for intersections, or minutes for ramp meters. 4. LOS = Level of Service 		

Existing Conditions

Table T - *Existing Intersection Operations* shows the three study intersections currently operate at LOS D or better during AM/PM Peak Hours. Appendix C of the Traffic Study (Appendix I) contains the existing intersection analysis worksheet.

Table T – Existing Intersection Operations

Intersection	Control Type	Peak Hour	Delay ^a	LOS ^b																																								
1. Mesa Drive / College Boulevard	Signal	AM PM	33.9 38.7	C D																																								
2. Mesa Drive / Avenida De La Plata	Signal	AM PM	12.3 12.6	B B																																								
3. Mesa Drive / Rancho Del Oro Park Dr	TWSC ^c	AM PM	12.5 22.2	B C																																								
<p>Footnotes:</p> <p>a. Average delay expressed in seconds per vehicle.</p> <p>b. Level of Service.</p> <p>c. TWSC = Two-Way Stop Control.</p> <table> <thead> <tr> <th></th><th colspan="2">Signalized Delay/LOS Thresholds</th><th colspan="2">Unsignalized Delay/LOS Thresholds</th></tr> <tr> <th></th><th>Delay</th><th>LOS</th><th>Delay</th><th>LOS</th></tr> </thead> <tbody> <tr> <td></td><td>0.0 ≤ 10.00</td><td>A</td><td>0.0 ≤ 10.00</td><td>A</td></tr> <tr> <td></td><td>10.1 to 20.00</td><td>B</td><td>10.1 to 15.00</td><td>B</td></tr> <tr> <td></td><td>20.1 to 35.00</td><td>C</td><td>15.1 to 25.00</td><td>C</td></tr> <tr> <td></td><td>35.1 to 55.0</td><td>D</td><td>25.1 to 35.0</td><td>D</td></tr> <tr> <td></td><td>55.1 to 80.00</td><td>E</td><td>35.1 to 50.00</td><td>E</td></tr> <tr> <td></td><td>≥ 80.1</td><td>F</td><td>≥ 50.1</td><td>F</td></tr> </tbody> </table>						Signalized Delay/LOS Thresholds		Unsignalized Delay/LOS Thresholds			Delay	LOS	Delay	LOS		0.0 ≤ 10.00	A	0.0 ≤ 10.00	A		10.1 to 20.00	B	10.1 to 15.00	B		20.1 to 35.00	C	15.1 to 25.00	C		35.1 to 55.0	D	25.1 to 35.0	D		55.1 to 80.00	E	35.1 to 50.00	E		≥ 80.1	F	≥ 50.1	F
	Signalized Delay/LOS Thresholds		Unsignalized Delay/LOS Thresholds																																									
	Delay	LOS	Delay	LOS																																								
	0.0 ≤ 10.00	A	0.0 ≤ 10.00	A																																								
	10.1 to 20.00	B	10.1 to 15.00	B																																								
	20.1 to 35.00	C	15.1 to 25.00	C																																								
	35.1 to 55.0	D	25.1 to 35.0	D																																								
	55.1 to 80.00	E	35.1 to 50.00	E																																								
	≥ 80.1	F	≥ 50.1	F																																								

Table U - *Existing Street Segment Operations* shows the roadway segments currently operate at LOS C or better daily. during AM/PM Peak Hours.

Table U - Existing Street Segment Operations

Street Segment	Classification	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
College Boulevard					
North of Mesa Drive	4-Lane Major Arterial	40,000	29,102	C	0.728
South of Mesa Drive	4-Lane Major Arterial	40,000	27,782	C	0.695
Mesa Drive					
College Boulevard to Rancho Del Oro Park	Secondary Collector	25,000	10,784	B	0.431
West of College Boulevard	Secondary Collector	25,000	11,041	B	0.442
<p>Footnotes:</p> <p>a. Capacities based on City of Oceanside Roadway Classification Table.</p> <p>b. Average Daily Traffic Volumes.</p> <p>c. Level of Service.</p> <p>d. Volume to Capacity.</p>					

Existing Plus Proposed Project

The results of the traffic analysis show the Sunrise Facility in Parcel 'C' would generate 247 average daily trips (ADT), with 18 A.M. peak hour trips, and 25 P.M. peak hour trips. The project proposes one access points along Mesa Drive. No roadway improvements are proposed. Table V - *Near-Term Intersection Operations* shows that with the addition of the Proposed Project traffic all study

intersection would continue to operate at LOS D or better during AM/PM peak hours. Table W - *Near-Term Street Segment Operations* shows that with the addition of the Proposed Project traffic all study area segments would operate at LOS C or better. Therefore, potential impacts associated with conflict with a program, plan, ordinance, or policy addressing the circulation system would be less than significant.

Existing Plus Cumulative Projects

Cumulative projects are other projects in the study area that would add traffic to the local circulation system in the near future. City staff was contacted to identify relevant, pending cumulative projects in the study area that could be constructed and generating traffic in the Proposed Project vicinity. Based on research conducted and information received from City staff, the following cumulative projects are planned for the area. Traffic generated by these projects was added to the existing traffic volumes to develop the Existing plus Cumulative Projects conditions. Descriptions of each project is available in Appendix I.

1. Pacific Coast Business Park
2. Rancho Del Oro Village XII (Terraza at Rancho Del Oro)

The results of the traffic analysis show the cumulative projects are estimated to generate 24,021 average daily trips, with 2,679 A.M. peak hour trips, and 2,897 P.M. peak hour trips. Table V shows that with the addition of the cumulative projects traffic all study intersection would continue to operate at LOS D or better during AM/PM peak hours. Table W shows that with the addition of cumulative projects traffic, all study area segments would operate at LOS D or better. Therefore, potential impacts associated with conflict with a program, plan, ordinance, or policy addressing the circulation system would be less than significant.

Existing Plus Cumulative Projects Plus Proposed Project

The results of the traffic analysis for the total impacts of the senior assisted living and memory care facility in Parcel 'C' plus cumulative projects in the study area did not warrant traffic improvements. Table V shows that with the addition of the cumulative projects traffic all study intersection would continue to operate at LOS D or better during AM/PM peak hours. Table W shows that with the addition of cumulative projects traffic, all study area segments would operate at LOS D or better.

Therefore, potential impacts associated with conflict with a program, plan, ordinance, or policy addressing the circulation system would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

Table V – Near-Term Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ^c	Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Δ^c
			Delay ^a	LOS ^b	Delay	LOS		Delay	LOS	Delay	LOS	
1. Mesa Drive / College Boulevard	Signal ^e	AM	33.9	C	34.4	C	0.5	33.9	C	34.5	C	0.6
		PM	38.7	D	39.5	D	0.9	38.7	D	39.4	D	0.7
2. Mesa Drive / Avenida De La Plata	Signal	AM	12.3	B	12.3	B	0.0	12.3	B	12.3	B	0.0
		PM	12.6	B	12.6	B	0.0	12.6	B	12.6	B	0.0
3. Mesa Drive / Rancho Del Oro Park	TWSC ^d	AM	12.5	B	12.7	B	0.2	12.5	B	12.7	B	0.2
		PM	22.2	C	22.8	C	0.6	22.2	C	22.7	C	0.5

Source: Appendix I, Table 9-1 (pg. 28)

Footnotes:

- a. Average delay expressed in seconds per vehicle
- b. Level of Service
- c. Δ denotes an increase in delay due to Project
- d. TWSC – Two-Way Stop Controlled intersection

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table W – Near-Term Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Project			Existing + Cumulative Projects			Existing + Cumulative Projects + Project			Δ ^e
		ADT ^b	V/C	LOS ^d	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	
College Boulevard														
North of Mesa Drive	40,000	29,102	0.728	C	29,201	0.730	C	30,192	0.755	D	30,291	0.757	D	0.002
South of Mesa Drive	40,000	27,782	0.695	C	27,881	0.697	C	29,142	0.729	C	29,241	0.731	C	0.002
Mesa Drive														
College Boulevard to Rancho Del Oro Park	25,000	10,784	0.431	B	11,006	0.440	B	10,784	0.431	B	11,066	0.432	B	0.001
West of College Boulevard	25,000	11,041	0.442	B	11,066	0.443	B	11,041	0.442	B	11,066	0.443	B	0.001

Source: Appendix I, Table 9-2 (pg. 29)

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification and LOS table
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (In accordance with CEQA Guidelines Section 15064.3(c), the City of Oceanside, as the lead agency, will implement the provisions of Section 15064.3 of the CEQA Guidelines, when the provisions go into effect statewide beginning July 1, 2020.)

Significance Determination: Less Than Significant Impact. On December 28, 2018, updates to the CEQA Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significance for evaluation of impacts to transportation have changed. The CEQA Guidelines update eliminated the threshold of significance for evaluating impacts due to changes to air traffic patterns and consolidated the evaluation of impacts due to a conflict with adopted policies, plans, or programs into an analysis of impacts due to a conflict with programs, plans, ordinances, or policies addressing the circulation system (i.e., new Threshold a.). However, new Threshold b. of the CEQA Guidelines for Transportation and Traffic requires an evaluation of impacts due to Vehicle Miles Travelled (VMTs), instead of evaluating impacts based on Level of Service (LOS) criteria, as required by California Senate Bill (SB) 743. LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. At full implementation of SB 743, the California Governor's Office of Planning and Research (OPR) is expected to replace LOS as the metric against which traffic impacts are evaluated, with a metric based on VMTs. As a component of OPR's revisions to the CEQA Guidelines in December 2018, lead agencies will be required to adopt VMT thresholds of significance by July 2020. The City of Oceanside adopted the *Traffic Impact Analysis Guidelines for Vehicles Miles Traveled and Level of Service Assessment* in August, 2020. Appendix L provides analysis on both VMT to comply with CEQA, and a Local Transportation Assessment (LTA) analyzing the Proposed Project's influence on surrounding intersections and roadway network utilizing LOS to evaluate consistency with the City's Circulation Element.

The Proposed Project is calculated to generate approximately 247 ADT with 11 inbound / 7 outbound trips during the AM peak hour and 10 inbound / 15 outbound trips during the PM peak hour. Under the City of Oceanside's VMT guidelines, the Proposed Project is an assisted living land use, which is considered to be VMT-reducing and screens out from requiring a detailed VMT analysis. The Proposed Project is presumed to have a less than significant impact.

The LTA study area includes three (3) intersections and four (4) street segments. The analysis determines the transportation impacts of the Proposed Project in existing and near-term cumulative conditions. Two (2) cumulative projects were identified and added to near-term cumulative conditions. Per City of Oceanside criteria, the Proposed Project's effects on the local roadway system do not require roadway improvements.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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

Significance Determination: No Impact. The Property Owner/Developer would be responsible for various on-site circulation improvements (driveways and internal drive aisles), as well as improvements to the public right-of-way to City standards. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation on City roadway facilities. These include engineering, fire department, and solid waste circulation standards. The City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping block the views of vehicles entering and exiting a site pursuant to the City's Engineering Standard Drawings (M-10, T-1, and T-2)²⁶. The Proposed Project is consistent with the on-site and surrounding land use and designations, and implementation of the Proposed Project would not introduce incompatible uses. Therefore, no potential impacts associated with hazards due to geometric design feature or incompatible uses would occur, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: No Impact.

d) Would the project result in inadequate emergency access?

Significance Determination: Less Than Significant Impact. The Project Site would be accessible through two (2) points of entry along Mesa Drive. The proposed easterly entryway would provide direct access to the proposed senior assisted living and memory care facility and associated improvements and the existing westerly entryway provides direct access to the existing church. Internal drive aisles would allow access to the proposed senior assisted living and memory care facility and to the existing church.

For the proposed senior assisted living and memory care facility in Parcel B, six points of egress access in addition to the main entrance are proposed. Red curbs would be located on the southern and western portion of the senior living facility. For the proposed drive aisle in Lot 'D', a red curb would be located on the southern portion of the aisle, near the existing turnaround and drop off area. Development at the Project Site would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The Project Site would be accessible to emergency responders during construction and operation. Therefore, potential impacts associated with inadequate emergency access would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

²⁶City of Oceanside, Land Development Engineering, <https://www.ci.oceanside.ca.us/gov/dev/eng/edpmanual.asp> (Accessed July 30, 2020)

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).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Effective July 1, 2015, Assembly Bill 52 (AB52) requires meaningful consultation with California Native American Tribes on potential impacts associated with tribal cultural resources, as defined in §21074. A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).

The City of Oceanside has received one (1) response, from Rincon Band of Luiseño Indians, out of 19 Native American tribes notified of the Proposed Project, in accordance with AB52.

Impact Analysis

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

Significance Determination: Less Than Significant Impact. As discussed in Section 5.5(a), the archaeological and paleontological records search determined that no historical resources are located on the Project Site. The closest historical resource is a historic building located at 4318 Mission Avenue, approximately 1.7 miles northwest of the Project Site. The implementation of the Proposed Project

would not result in adverse impacts to 4318 Mission Avenue building due to it having been previously demolished. Therefore, potential impacts associated with the significance of a historical resource would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

b) 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 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

Significance Determination: Less Than Significant with Mitigation Incorporated. Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines;
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- Documentation of all consultation efforts to support CEQA findings.

A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).

On June 25, 2020, the City provided written notification of the Proposed Project in accordance with AB 52 to all of the Native American tribes that requested to receive such notification from the City and were listed on the NAHC list provided. Of the 19 tribes notified, one responded, Rincon Band of Luiseño Indians, and requested formal government-to-government consultation under AB 52. As a result of these consultations, mitigation measures **MM CUL-1** through **MM CUL-9**, as described in Section 5.5, Cultural Resources of this Initial Study would be implemented, and potential impacts associated with Tribal Cultural Resources would be less than significant.

Mitigation Measures: **MM CUL-1** and **MM CUL-9**, as defined in Section 5.5(b) and (c).

Significance Determination After Mitigation: Less Than Significant Impact.

5.19 UTILITIES/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 telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Significance Determination: Less Than Significant Impact. The nature and scope of the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities. As discussed in Section 5.10, Lot 'D' and Parcel 'C' of the Proposed Project would connect water, sewer, and stormwater lines to existing connections located on Mesa Drive and College Boulevard (**Figure 17**). The electrical power, natural gas, and telecommunication facilities located on Mesa Drive would be extended to serve the senior assisted living memory care facility and associated improvements on Parcel 'C'. These extensions would be conducted in accordance with each utility purveyor's specification and accordance with City guidelines. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with City guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with grading, construction, and development. Construction of the Proposed Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. Therefore, potential impacts associated with

the relocation or construction of utility systems would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required

Significance Determination: Less Than Significant Impact

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?

Significance Determination: Less Than Significant Impact. The senior assisted living and memory care facility and associated improvements on Parcel 'C' of the Proposed Project would construct 90 units with 115 beds. This development would connect to existing water mains that are serviced by the Oceanside Water Utilities Department, the water service provider for the City. Based on the City's 2015 Urban Water Management Plan (UWMP)²⁷, which reported a baseline water use of 171 gallons per capita per day (GPCD) and a target of 154 GPCD in 2015, an estimated 115 new residents would result in a water demand of approximately 19,665 GPCD or 22.03 acre-feet per year (afy). Under normal conditions, the 2015 UWMP predicts total water demand of 31,728 afy in 2020 and 32,813 in 2030, of which potable and raw water account for 31,328 afy in 2020, and 32,813 afy in 2030. The estimated water demand for the senior assisted living and memory care facility is 22.03 afy, which is nominal compared to the projected supply; the City would have enough water supply to service the development at the Project Site. Additionally, even though the City does not issue Will Serve letters, as part of the entitlement review process, the Proposed Project would be subject to a water and sewer flow and capacity allowance review. This review, which is part of the entitlement review process, ensures the City can adequately serve the Proposed Project.

Currently, the City relies on approximately 14 percent groundwater from Mission Basin of the Lower San Luis Rey River Valley, and 85 percent imported water from SDCWA. The senior assisted living and memory care facility and associated improvements on Parcel 'C' would be served by these systems. The City anticipates the same water supply mix to be available through 2040. With the projects and programs implemented by MWD, OCWD, and the City, water supplies are projected to meet full-service demands. The City's UWMP determined that it would be able to meet the City's projected 2040 normal water demand, which would be 33,537 AFY. The water demand of the senior assisted living and memory care facility and associated improvements on Parcel 'C' would account for a nominal percent of the City's projected 2040 water demand.

The senior assisted living and memory care facility and associated improvements on Parcel 'C' would use a relatively nominal percentage of the projected water supply available to the City in future year scenarios. The City can meet its water demand under multiple dry years with diversified supply and conservation measures. Therefore, potential impacts associated with water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

²⁷ <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=42188>, accessed June 22, 2020

the construction or expansion of water facilities would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. Wastewater generated by the senior assisted living and memory care facility and associated improvements on Parcel 'C' of the Proposed Project would be treated at the San Luis Rey Wastewater Treatment Plant, located at 3950 N River Rd., Oceanside. This facility has design capacities that exceed their current utilization. The residential development at the Project Site would generate a nominal number of gallons of wastewater per day and would be within the average daily capacity amount of wastewater treated by San Luis Rey Wastewater treatment Plant. Therefore, potential impacts associated with wastewater treatment capacity would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required

Significance Determination: Less Than Significant Impact

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?

Significance Determination: Less Than Significant Impact. The senior assisted living and memory care facility development of the Proposed Project would construct 90 units with 115 beds resulting in an estimate of 115 residents. Using CalRecycle's 2017 generation rate of 6.2 pounds per resident per day²⁸, the senior assisted living and memory care facility would generate approximately 713 pounds per day, or 0.36 tons per day of solid waste. Solid waste would be collected by Waste Management of North County, which serves the entire City of Oceanside and transfer to nearby landfills. According to Cal Recycle²⁹, Las Pulgas Landfill (37-AA-0903), has a max permitted capacity of 400 tons per day. The waste the senior assisted living and memory care facility would generate would be nominal would not be significant in the context of the Landfill's operating permit. Operational activities will result in only a nominal amount of solid waste. Therefore, potential impacts associated with solid waste disposal would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required

Significance Determination: Less Than Significant Impact

²⁸ Cal Recycle, California's 2017 Per Capita Disposal Rate Estimate

<https://www.calrecycle.ca.gov/lgcentral/goalmeasure/DisposalRate/MostRecent>

²⁹ Cal Recycle, Solid Waste Information System (SWISS) Facility /Site Search

<https://www2.calrecycle.ca.gov/swfacilities/Directory/37-AA-0902/Index>

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

Significance Determination: Less than Significant Impact. As discussed above, solid waste generated by the senior assisted living and memory care facility development of the Proposed Project would be picked up by Waste Management and disposed at nearby landfills in San Diego County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations associated with solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, potential impacts associated with compliance with solid waste statutes and regulations would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required

Significance Determination: Less Than Significant Impact

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Significance Determination: Less Than Significant Impact. As stated in Section 5.9(f), the Project Site has two driveways, however the easterly driveway rights of access are relinquished. As part of the Proposed Project, the Applicant/Developer requests rights of access to the relocated easterly driveway further west. Specifications for the driveway would be subject to City requirements, including driveway width requirements. The proposed access would be required to meet standards that allow emergency response vehicles, such as firetrucks, to service the entire development. Fire plan check would be required through the City's Fire department to ensure adequate service is provided. The Proposed Project would also be subject to review and compliance with the City's Building Code to ensure structural integrity of all proposed buildings.

The City's Public Safety Element of the General Plan, Figure PS-11 – *Relocation Routes and Refugee Centers* identifies the nearest relocation and evacuation routes. The nearest designated routes to the Project Site are SR-76 to the north, Oceanside Boulevard to the south, and North Santa Fe Avenue to the north east. The City has an adopted Emergency Management Plan³⁰ detailing preparedness and emergency management systems among other topics. The Proposed Project would not impair the evacuation routes detailed in the General Plan as it is not located on these evacuation routes. The Proposed Project would not compromise the City's Emergency Management Plan because it would be

³⁰ <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=31899> accessed June 15, 2020

developed in conformance with the required standards set forth by the City's Zoning Ordinance, fire code regulations, and building code. These standards ensure project elements such as access, structural integrity, and clearances around structures are met so that they do not impact emergency response. Therefore, potential impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. As stated in Section 5.9(g), the Project Site is within a Local Responsibility Area, but not designated within a High Fire Hazard Severity Zone³¹. There is built environment surrounding the Project Site, with residential development to the north, east, west, and recreational and residential uses to the south. The Proposed Project would be subject to the standards and requirements set forth in the 2016 California Fire Code, which the City adopted by reference. The development at the Proposed Project would comply with construction standards outlined in Chapter 7A of the California Building Code on wildfire protection. Therefore, potential impacts associated with exacerbating wildfire risk would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

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?

Significance Determination: Less Than Significant Impact. The Proposed Project is surrounded by built infrastructure including roads, utilities (electricity and gas), sewer lines, and waterlines and would not necessitate the construction of new infrastructure. Additionally, as stated in Section 5.19(b), the Project Site is not located within a fire hazard area. Therefore, potential impacts associated with the exacerbation of fire risk or result in temporary or ongoing impacts to the environment would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

³¹ <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/> Accessed July 7, 2020

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

Significance Determination: Less Than Significant Impact. As stated in 5.9(g), the Project Site is within a Local Responsibility Area, but not designated within a High Fire Hazard Severity Zone³². The Project Site is within a Local Responsibility Area, but not designated within a High Fire Hazard Severity Zone. There is built environment surrounding the Project Site, with residential development to the north, east, west, and recreational and residential uses to the south. The Proposed Project would be subject to the standards and requirements set forth in the 2016 California Fire Code, which the City adopted by reference. The development at the Proposed Project would comply with construction standards outlined in Chapter 7A of the California Building Code on wildfire protection. Therefore, potential impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would be less than significant, and no mitigation would be required.

Mitigation Measures: No Mitigation Required.

Significance Determination: Less Than Significant Impact.

³² <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/> Accessed February 28, 2020

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 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Significance Determination: Less Than Significant with Mitigation Incorporated. As previously described, with the implementation of mitigation measure **MM CUL-1** through **MM CUL-9**, **MM GEO-1**, and **MM NOI-1**, which mitigate potential impacts to cultural resources, paleontological resources, tribal cultural resources, and from noise, the development of the Proposed Project would have less than significant impacts.

According to the Paleontological and Cultural Resources Assessment (Appendix C), there is a possibility that undiscovered, buried resources (including paleontological and tribal cultural resources) might be encountered during construction on or within the Project Site. Therefore, implementation of **MM CUL-1** through **MM CUL-9** and **MM GEO-1** would reduce any potential impacts associated with any undiscovered resources to less than significant and ensure that the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

A Biological Resource Evaluation was prepared to determine potential impacts to biological resources associated with the development of the Proposed Project (Appendix B) and concluded that no potential

significant impacts would occur to biological resources or areas of habitat value. A Noise Impact Analysis was conducted to determine the potential impacts associated with noise from the Proposed Project. Due to a proposed onsite backup diesel generator, **MM NOI-1** would be required which would mitigate potential operational noise impacts from the backup generator during project operation and reduce potential significant noise impacts to less than significant. Therefore, the Proposed Project's 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 would be less than significant, and no mitigation is required in this regard.

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

Significance Determination: Less Than Significant Impact. The Proposed Project would not result in potentially significant project-specific impacts to biological resources, cultural and paleontological resources, and noise because of required implementation of mitigation measures **MM CUL-1** through **MM CUL-9**, **MM GEO-1**, and **MM NOI-1** which would reduce these impacts to less than significant levels. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

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

Significance Determination: Less Than Significant Impact. All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. No additional mitigation measures would be required.

SECTION 6.0 REFERENCES

- Appendix A – *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis, Sunrise of Oceanside Project*, Vista Environmental, August 2020
- Appendix B – *Biological Resource Evaluation for Sunrise Senior Living - Oceanside*, Everett and Associates Environmental Consultants, May 2020
- Appendix C – *Archaeological and Paleontological Records Searches and Sacred Lands File Search for Sunrise Senior Living, City of Oceanside*, VCS Environmental, July 2020
- Appendix D – *Preliminary Geotechnical Investigation, Sunrise of Oceanside 4700 Mesa Drive, Oceanside, California*, GeoCon, Inc., November 2019
- Appendix E – *Phase I Environmental Site Assessment Sunrise of Oceanside*, Geocon Engineering, September 2019
- Appendix F – *Priority Development Project, Storm Water Quality Management Plan for Sunrise Senior Living Oceanside*, Fuscoe Engineering, Inc., July 2020
- Appendix G – *Preliminary Hydrology Study for Sunrise Senior Living of Oceanside, 4800 Mesa Drive, Oceanside CA*, Fuscoe Engineering, Inc., June 2020
- Appendix H – *Noise Impact Analysis, Sunrise of Oceanside Project, City of Oceanside*, Vista Environmental, July 2020
- Appendix I – *Transportation Impact Study, Sunrise of Oceanside*, Linscott, Law & Greenspan, Engineers, July 2020
- California Department of Transportation. (2020). *List of List of Eligible and Officially Designated State Scenic Highways* <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (Accessed June 8, 2020)
- California Department of Conservation. (2016). *San Diego County Important Farmland 2016 – Sheet 1 of 2*. [PDF: 2016w]. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanDiego.aspx> (Accessed June 8, 2020)
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- California Legislative Information. (2008). *Public Resources Code, Division 4, Part 2, Chapter 8, Article 2. Definitions.* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4526.&lawCode=PRC (Accessed June 8, 2020)

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- California State Water Resources Control Board. (2019). GeoTracker map. <https://geotracker.waterboards.ca.gov/> (Accessed July 7, 2020)
- California Environmental Protection Agency. (2019). *Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit.* [PDF]. <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf> (Accessed July 7, 2020)
- City of Oceanside. (2016). *Emergency Operations Plan.* [PDF]. <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=31899> (Accessed June 15, 2020)
- City of Oceanside. *Final Climate Action Plan,* April 2019. <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=50404>, (Accessed June 22, 2020)
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SECTION 8.0 MITIGATION MONITORING AND REPORTING PROGRAM

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method
Cultural Resources and Tribal Cultural Resources	MM CUL-1: Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the “Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe”. A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the “Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe” for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the Proposed Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.	Prior to issuance of a grading permit	Planning and Engineering Dept.	Tribal Cultural Resources Treatment and Tribal Monitoring Agreement required with grading permit submittal.
Cultural Resources and Tribal Cultural Resources	MM CUL-2: Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor’s expense to implement the monitoring program, as described in the pre-excavation agreement. According to the California Health and Safety Code, six or more human burial at one location constitutes a cemetery	Prior to issuance of a grading permit	Planning and Engineering Dept.	A written and signed letter to the City of Oceanside Planning Division.

	(Section 81 00), and disturbance of Native American cemeteries is a felony (Section 7052).			
Cultural Resources and Tribal Cultural Resources	MM CUL-3: The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.	During ground disturbing activities	Planning, Engineering, and Building Dept.	Grading Plans; Building Plans (demolition plans); On-site inspections
Cultural Resources and Tribal Cultural Resources	MM CUL-4: The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources.	During grubbing, grading and/or all other ground altering activities	Planning, and Building Dept.	Confirm presence at pre-con meeting. Review archaeological monitoring program. On-site inspections.
Cultural Resources and Tribal Cultural Resources	MM CUL-5: In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation	Prior to issuance of a grading permit	Planning and Engineering Dept.	Controlled Grade Procedure to be included with grading permit submittal/grading plans

	<p>monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight, and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.</p>			
<p>Cultural Resources and Tribal Cultural Resources</p>	<p>MM CUL-6: The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the</p>	<p>During grubbing, grading and/or all other ground altering activities</p>	<p>Planning, Engineering, and Building Dept.</p>	<p>On-site inspections; notification from monitors to City staff (e.g. planning, engineering, and/or building)</p>

	tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.			
Cultural Resources and Tribal Cultural Resources	MM CUL-7: The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.	During all project ground disturbance and construction	Planning, Engineering, and Building Dept.	On-site inspections; notification from monitors to City staff (e.g. planning, engineering, and/or building)
Cultural Resources and Tribal Cultural Resources	MM CUL-8: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified	Prior to release of a grading bond	Planning Division	Monitoring report and/or evaluation report

	Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.			
Cultural Resources and Tribal Cultural Resources	<p>MM CUL-9: As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent.</p>	During all project ground disturbance and construction	Planning, Engineering, and Building Dept.	On-site inspections; notification from monitors to City staff (e.g. planning, engineering, and/or building)
Geology and Soils	<p>MM GEO 1: Prior to the issuance of grading permit, the Property Owner/Developer shall submit to the City of Oceanside Planning Division evidence that a qualified paleontologist has been retained for monitoring of all ground-disturbing activities.</p> <p>The Property Owner/Developer shall include a note on the Grading Plans that if paleontological resources are unearthed during ground-disturbing activities associated with the Proposed Project, the Contractor shall cease all earth-disturbing activities within 50 feet of</p>	Prior to issuance of a grading permit	Planning Division	<p>Confirmation that a qualified paleontologist has been retained.</p> <p>Note on grading plans, if applicable.</p>

	the discovery while construction activities may continue in other areas. The paleontologist shall collect and process sediment samples as necessary to determine the small fossil potential on the Project site. The paleontologist shall evaluate the resource and determine if the discovery is significant. If the discovery proves to be significant, additional work such as salvage excavation and recovery may be warranted and shall be discussed in consultation with the appropriate regulatory agency. Any significant fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.			
Noise	MM NOI 1: The project applicant and/or project operator shall restrict all regular maintenance and cycling activities for the backup diesel generator from occurring between the hours of 10:00 p.m. and 7:00 a.m.	During operation of the project	Project operator	Code Enforcement