DRAFT
Initial Study and Mitigated Negative Declaration for the Breeze Townhomes Project

Prepared for:

City of Oceanside
300 North Coast Highway
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TABLE OF CONTENTS

Section **Page No.**

1. PROJECT TITLE 3
2. LEAD AGENCY 3
3. PROJECT MANAGER 3
4. PROJECT LOCATION 3
5. APPLICANT 3
6. GENERAL PLAN DESIGNATION 3
7. ZONING DESIGNATION 3
8. PROJECT DESCRIPTION 3
9. SURROUNDING LAND USE(S) & PROJECT SETTING 4
10. OTHER REQUIRED AGENCY APPROVALS 4
11. PREVIOUS ENVIRONMENTAL DOCUMENTATION 4
12. CONSULTATION 4
13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 4
14. ENVIRONMENTAL CHECKLIST 5
14.1 AESTHETICS 8
14.2 AGRICULTURE AND FORESTRY RESOURCES 10
14.3 AIR QUALITY 11
14.4 BIOLOGICAL RESOURCES 17
14.5 CULTURAL RESOURCES 23
14.6 ENERGY 26
14.7 GEOLOGY AND SOILS 30
14.8 GREENHOUSE GAS EMISSIONS 34
14.9 HAZARDS AND HAZARDOUS MATERIALS 37
14.10 HYDROLOGY AND WATER QUALITY 39
14.11 LAND USE AND PLANNING 43
14.12 MINERAL RESOURCES 44
14.13 NOISE 45
14.14 POPULATION & HOUSING 51
14.15 PUBLIC SERVICES 52
14.16 RECREATION 54
14.17 TRANSPORTATION 55
14.18 TRIBAL CULTURAL RESOURCES 57
14.19 UTILITIES AND SERVICE SYSTEMS 58
14.20 WILDFIRE 62
14.21 MANDATORY FINDINGS OF SIGNIFICANCE 63
15. PREPARATION 65
16. DETERMINATION 65
17. ENVIRONMENTAL DETERMINATION 65
18. PROPERTY OWNER/APPLICANT CONCURRENCE 66
REFERENCES CITED 67

TABLE OF CONTENTS (CONTINUED)

Page No.

FIGURES

1 Project Location 73
2 Surrounding Land Uses 75
3 Site Plan 77
4 Conceptual View from Oceanside Boulevard 79
5 Conceptual View from North County Transit District Sprinter Rail Line 81
6 Noise Measurement Locations 83

TABLES

14.3-1 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated 13
14.3-2 Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated 14
14.4-1 Existing Acreage and Proposed Impacts to Vegetation Communities/Land Covers on the Project Site 18
14.6-1 Hours of Operation for Construction Equipment 27
14.6-2 Construction Equipment Diesel Demand 28
14.6-3 Construction Worker Vehicle Gasoline Demand 28
14.6-4 Construction Vendor Truck Diesel Demand 28
14.6-5 Construction Haul Truck Diesel Demand 29
14.6-6 Petroleum Consumption – Operation 30
14.8-1 Estimated Annual Construction Greenhouse Gas Emissions – Unmitigated 35
14.8-2 Estimated Annual Operational Greenhouse Gas Emissions – Unmitigated 36
14.13-1 Measured Noise Levels 45
14.13-2 Construction Equipment Maximum Noise Levels 46
14.13-3 Construction Noise Modeling Summary Results 47
14.12-4 Traffic Noise Modeling Results 49

APPENDICES

A Air Quality Conformity Assessment
B Biological Technical Report
C1 Cultural Surveys
C2 Cultural Survey Update
D Report of Geotechnical Investigation Update
E Paleontological Records Search
F Storm Water Quality Management Plan
G Hydrology and Hydraulic Report
H Noise Technical Report
I Traffic Impact Analysis
J Fire Flow Analysis
K Sewer Study

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MITIGATED NEGATIVE DECLARATION

City of Oceanside, California

1. **PROJECT TITLE:** Breeze Townhomes
2. **LEAD AGENCY:** City of Oceanside, 300 North Coast Highway, Oceanside, California 92054
3. **PROJECT MANAGER:** Richard Greenbauer, Principal Planner; 760-435-3519
4. **PROJECT LOCATION:** Southern termini of S. Ditmar Street and S. Nevada Street, between Oceanside Boulevard and the North County Transit District Sprinter rail line.
5. **APPLICANT:** GK Asset Management LLC, c/o Howard A. Jacobs
6. **GENERAL PLAN DESIGNATION:** Coastal Residential High Density (C-RH)
7. **ZONING DESIGNATION:** R-3, Medium Density Residential (Coastal)
8. **PROJECT DESCRIPTION:** The proposed project is a request for approval of a Tentative Map (T18-00009), Development Plan (D16-00016), Conditional Use Permit (CUP16-00014), Regular Coastal Permit (RC16-00013), and Variance (V18-00004) to allow the construction of 34 residential townhome units, within seven buildings (two detached homes and five attached townhome buildings) varying from two to three stories in height and would provide 78 parking spaces accessed from the internal private drive with 10 of the spaces being dedicated for guest parking. The overall 2.66-acre site proposes to maintain 1.34 acres in natural open space and landscaping throughout the site, as well as recreational amenities, including a decomposed granite running/walking trail.

CITY PLANNER DETERMINATION: This Project has been evaluated by the City Planner of the City of Oceanside in accordance with the Section 21080(c) of the California Environmental Quality Act (CEQA). On June 10, 2019, the City Planner determined that this Project with implementation of mitigation measures will not have a potentially significant adverse effect on the environment and has issued a Mitigated Negative Declaration. The basis for the City Planner's determination is the Initial Study prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Copies may be reviewed or obtained from the Planning Division located in City Hall at 300 N. Coast Highway (South Building) or online at https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp . All public comments on the draft Mitigated Negative Declaration must be provided in writing to the Planning Division within thirty (30) calendar days of the Clerk-Recorder's "Filing Date" indicated above.

Richard Greenbauer, Principal Planner

DATE: June 10, 2019

cc: Project file; CEQA file; Project Applicant
Posting: [ ] Civic Center; [ ] Public Library;

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INITIAL STUDY
City of Oceanside California

1. **PROJECT TITLE**: Breeze Townhome Project
2. **LEAD AGENCY:** City of Oceanside, 300 North Coast Highway, Oceanside, California 92054
3. **PROJECT MANAGER**: Richard Greenbauer, Principal Planner; 760.435.3519
4. **PROJECT LOCATION**: The project site is located at the southern termini of S. Ditmar Street and S. Nevada Street, between Oceanside Boulevard and the North County Transit District Sprinter rail line. More specifically, the project site is comprised of four Assessor's Parcel Numbers (APNs), including APN 152-121-06, 152-123-05, 152-123-20, 152-123-20, and 152-320-11).
5. **APPLICANT:** GK Asset Management LLC, c/o Howard A. Jacobs
6. **GENERAL PLAN DESIGNATION**: Coastal Residential High Density (C-RH)
7. **ZONING DESIGNATION:** R-3, Medium Density Residential (Coastal)
8. **PROJECT DESCRIPTION:**

The Breeze Townhome Project (proposed project) would involve construction and operation of 34 residential units, including 2 detached residences and 32 attached townhomes on a vacant 2.66-acre site. The project site is located approximately 0.3 miles west of Interstate (I) 5, 0.4 miles east of the Pacific Ocean, 37 miles north of downtown San Diego, and 1.7 miles south of State Route 76 within the City of Oceanside (City) in San Diego County (County). More specifically, the project site borders Oceanside Boulevard to the north, the North County Transit District Sprinter rail line to the south, and is located approximately 550 feet east of South Coast Highway (Figure 1, Project Location). The proposed project would be located on four lots, which include APNs 152-121-06, 152-123-05, 152-123-20, and 152-320-11.

Land uses that generally surround the project site include multi-family, single-family and mobile home residential to the north and south of the site; Oceanside Cemetery to the west; an RV park to the southwest; commercial uses further northwest, and Ditmar Elementary School and single family residential further to the north across Oceanside Boulevard. (Figure 2, Surrounding Land Uses).

The total site area consists of 2.66 gross acres, although only 2.21 acres would be developed, after deducting the 0.45-acre land area for steep slopes classified as undevelopable under the City Zoning Ordinance. The proposed project would include seven buildings (two detached units and five attached townhome buildings), which would vary from two to three stories. The two detached homes would be located on the western side of the site, adjacent to an existing single-family home and the Oceanside Cemetery, while the remaining buildings vary from two to nine units per building, compatible with the adjacent multi-family residential development. The proposed project would incorporate 1.34 acres of open space and landscaping throughout the site (Figure 3, Site Plan). The proposed project would include recreational amenities, such as a decomposed granite running/walking trail along the southern boundary of the site. A picnic and informal activity area and an artificial turf area would be provided within the northern central portion of the site, adjacent to South Nevada Street, and would include a grill and counter, seating, and two dining tables.

The proposed project would incorporate a modern design, with materials such as stucco and metal railings. Colors incorporated would include cream, tan, and dark gray (Figures 4–5). The proposed project would include 78 parking spaces, including 68 parking spaces for residents and an additional 10 guest parking spaces. Three separate on-site, underground stormwater vaults for hydromodification and flow detention, would drain to three separate Modular Wetland Systems for pollutant control. Street improvements proposed under the project include frontage improvements at the Ditmar/Godfrey intersection, the Nevada Street cul-de-sac and Oceanside Boulevard, with minor off-site improvements within existing rights-of-way for transition to existing street improvements. Lastly, the proposed project would also incorporate solar panels on each building's rooftop.

The General Plan land use designation for the project site is Coastal Residential High Density (C-RH). This land use designation establishes a base density of 29 dwelling units per acre (DUs/acre) and a maximum density of 43 DUs/acre. Given the proposed 34 units and the 2.21 net developable acres, the project would have a density of 15.38 DUs/acre, which is below the base density of the designated site by almost 50%. The proposed project site is zoned Medium Density Residential (R-3). The proposed site plan and physical design of the project has been designed to be consistent with the development requirements (e.g., setback, building height, coverage, parking) of the "R-3" Zone District.

9. SURROUNDING LAND USE(S) & PROJECT SETTING:

The project site is surrounded by Oceanside Boulevard to the north, North County Transit District Sprinter rail line to the south, and South Coast Highway to the west. Single- and multifamily residential development borders the project site to the north and southeast, while the Oceanside Cemetery borders the site to the west. Ditmar Elementary School is located to the north of the project site. Most of the properties surrounding the site are also zoned Medium Density Residential (R-3) and designated residential in the General Plan, with the exception of the parcel to the west of the site, currently occupied by the Oceanside Cemetery, which is zoned and designated as Open Space (City of Oceanside 2019a).

10. OTHER REQUIRED AGENCY APPROVALS:

NCTD (for construction of off-site drainage improvements in the NCTD ROW)

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION: None

12. CONSULTATION:

San Luis Rey Band of Mission Indians, Cami Mojado
The Jamul Indian Village of California, Lisa K. Cumper
Agua Caliente Band of Cahuilla Indians, Lacy Padilla
Rincon Band of Luiseño Indians, Destiny Colocho

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, include:

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

14. ENVIRONMENTAL CHECKLIST

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

1. *No Impact*. Future development arising from the project's implementation would not have any measurable environmental impact on the environment and no additional analysis is required.

2. *Less Than Significant Impact*. The development associated with project implementation would have the potential to impact the environment; these impacts, however, would be less than the levels or thresholds that are considered significant and no additional analysis is required.

3. *Potentially Significant Unless Mitigated*. The development would have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.

4. *Potentially Significant Impact*. Future implementation would have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

ACRONYMS AND ABBREVIATIONS

APN	Assessor's Parcel Number
Biological Assessment	Biological Assessment Letter Report
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMOD	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
cfs	cubic feet per second
City	City of Oceanside
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County	San Diego County, County of San Diego
CSS	coastal sage scrub
dB	decibel
dBA	A-weighted decibel
DUs/acre	dwelling units per acre
Geotechnical Report	Report of Geotechnical Investigation Update
GHG	greenhouse gas
Hydrology Report	Hydrology and Hydraulic Report
I	Interstate
ips	inches per second
JRMP	Jurisdictional Runoff Management Program
kg	kilogram
L_{eq}	equivalent continuous sound level (time-averaged sound level)
L_{max}	maximum sound level during the measurement interval
LID	low-impact design
LOS	level of service
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MT	metric ton

MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	ozone
OFD	Oceanside Fire Department
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
proposed project	Breeze Townhome Project
RAQS	Regional Air Quality Strategy
RCNM	Roadway Construction Noise Model
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SANDAG	San Diego Association of Governments
SCIC	South Coast Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDNHM	San Diego Natural History Museum
SIP	State Implementation Plan
SO_x	sulphur oxides
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
VdB	vibration velocity decibel
VMT	vehicle miles traveled
VOC	volatile organic compound
WQIP	Water Quality Improvement Plan
WWTP	wastewater treatment plant

	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
14.1 AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

Less than Significant Impact. The project site is a vacant lot located in an already developed residential area. Existing public views of the site are from local public streets, including the termini of S. Clementine Street, S. Nevada Street, and S. Ditmar Street, as well as along Oceanside Boulevard. The site is also visible from the City of Oceanside Marshall Street Swim Center and associated public park area. The scenic views of the ocean from the cul-de-sac termini and the public vantage points are mostly blocked due to intervening structures, vegetation, and topography. The swim center park and the segment of Oceanside Boulevard within the project viewshed do not have views of the ocean.

Construction of the proposed project would affect the visual environment during, grading, and on-site storage of equipment and materials. Although views may be altered, construction would be short term and temporary. Temporary visual impacts would include views of large construction equipment, storage areas, and any potential signage. All construction equipment would vacate the project site upon completion of the proposed project, thus making any visual obstructions temporary.

The City General Plan identifies Mission San Luis Rey, Mission Santa Fe/Guajome Regional Park, and Whelan Ranch/Golf Couse as visual resources in the City. However, none of these scenic resources are located near the project site (City of Oceanside 2002). Further, the City of Oceanside Local Coastal Program (LCP) outlines policies that protect public views of the area. For instance, Policy C.1 of the LCP states that “the City shall maintain existing view corridors through public right-of-ways” (City of Oceanside 1985). As indicated above, there are currently minimal view of the ocean from public vantage points in the project viewshed. The cul-de-sacs with partial views are primarily used by local residents for turnaround and parking. There are no other public facilities or sidewalks around this cul-de-sac and is not an identified vista point, defined view corridor or aesthetic resource per the LCP. As such, the proposed project would not obstruct existing public views of the ocean. As such, because the proposed project site is surrounded by existing residential development, and because the proposed project would not result in adverse effects to scenic resources identified in the General Plan and the LCP, impacts would be less than significant.

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

No Impact. There are no candidate nor designated scenic resources including trees, rock outcroppings or historic buildings at or near the site. The project site is not located near a designated state scenic highway, although I-5, located 0.3 mile east of the site, is an eligible Scenic highway (Caltrans 2011). In this segment of I-5, there are distant views westerly towards the ocean through the Loma Alta Creek valley. The project site is an infill property adjacent to existing urban development along the northern side of this valley, and while the project site can be minimally seen from portions of the freeway, the project would continue the urban pattern of the area, would not obstruct any ocean views from the freeway and would not damage any scenic resources. Therefore, no impact would occur.

c) In non-urbanized areas, would the project 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 and other regulations governing scenic quality?

Less-Than-Significant Impact. The proposed project would be located in an urbanized area on a site that is zoned Medium Density Residential (R-3). Scenic quality is governed by the City's Municipal Code and General Plan and the City's LCP. As previously discussed under response (a), the proposed project would not result in an adverse effect to a scenic vista outlined in the City's General Plan. Further, the City's LCP outlines policies that protect public views of the area. For instance, Policy C.1 of the LCP states that "the City shall maintain existing view corridors through public right-of-ways" (City of Oceanside 1985). As indicated above, there are currently minimal view of the ocean from public vantage points in the project viewshed. The cul-de-sacs with partial views are primarily used by local residents for turnaround and parking and the proposed project would not obstruct existing public views of the ocean. Lastly, the proposed project would comply development requirements set in the City's Municipal Code, including incorporation of proper setbacks and compliance with height requirements (see Section 4.10 for additional details).

Nonetheless, a conceptual view of the proposed project, as seen from Oceanside Boulevard and the North County Transit District Sprinter Line is provided in Figures 4 and 5. As shown in these figures, the proposed project would be visible to motorists traveling along both Oceanside Boulevard and users of the North County Transit District Sprinter Line. The proposed project is surrounded by development on all sites and project design would incorporate similar colors, materials, bulk, height, and scale as existing residential developments in the area. Since the proposed project is within an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

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

Less-Than-Significant Impact. The project site is currently vacant. As such, the proposed project would introduce additional lighting including building mounted security and convenience lighting, and lighting along drive aisles for safety purposes. However, because the proposed project is surrounded by development on all sides, it would not substantially increase lighting levels above current ambient lighting.

All outdoor lighting would be required to adhere to Chapter 39 of the City's Municipal Code. In general, all outdoor lighting would be shielded and directed away from adjacent properties resulting in zero direct light trespass. Street lighting would be designed to provide sufficient levels of illumination to meet City standards and provide a safe community. Further, the proposed project would be constructed with materials such as stucco and metal railings. However, the use of metal would be minimal and would not result in glare that would affect views in the area (Figures 4–5).

As a standard condition of approval, the project would provide a Lighting Plan that details fixture type, lumen type (e.g., LED), and maximum wattage of all outdoor lighting prior to building permit issuance. Because all lighting would be required to adhere to the standards set forth in the City's Municipal Code, additional light and glare introduced as a result of the proposed project would have a less-than-significant impact.

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

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?*

No Impact. The project site and surrounding land uses are designated as "Urban and Built-Up Land" by the Department of Conservation Farmland Mapping and Monitoring Program (DOC 2016). The Department of Conservation defines "Urban and Built-Up Land" as occupied structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel (DOC 2018). As such, the project site is not located on a site dedicated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur.

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

No Impact. The proposed project site is neither zoned for agricultural use, nor subject to a Williamson Act contract (DOC 2017). Therefore, implementation of the proposed project would not result in any conflicts with existing zoning for agricultural use or a Williamson Act Contract. No impacts would occur.

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

No Impact. The project site is zoned Residential (City of Oceanside 2019a). Thus, the project site is not zoned as forest land or timberland, or Timberland Production. Implementation of the proposed project would be consistent with existing zoning, and no impacts would occur.

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

No Impact. The project site contains no forested areas or designated forest land, and implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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

No Impact. The project site is not located on a site dedicated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2016). Thus, implementation of the proposed project would not result in changes in the environment that would result in the conversion of farmland to non-agricultural use. No impacts would occur.

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

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

Less-Than-Significant Impact. The proposed project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the SDAB; specifically, the State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS).[1] The federal ozone (O_3) maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the National Ambient Air Quality Standards (NAAQS). The RAQS was initially adopted in 1991 and is updated on a triennial basis (most recently in 2016). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The SIP and RAQS rely on information

[1] For the purpose of this discussion, the relevant federal air quality plan is the ozone maintenance plan. The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the SDAB.

from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in county, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. The proposed project is located within a General Plan designation of Coastal High Density Residential (29–43 DUs/acre) and a Zoning designation of R-3 in accordance with the City's coastal zoning regulations. The project is proposing a total of 34 dwelling units, consisting of 2 detached and 32 attached townhome units, on 2.21 developable acres. The project's proposed density is 15.38 DUs/acre, substantially below the base density of the designated range by almost 50%.

The proposed project would not conflict with or obstruct implementation of the RAQS since the proposed project density is substantially below the designated range and emissions would be less than the designated land use.. Furthermore, projects that are consistent with the local general plan and do not create significant air quality impacts are considered consistent with the SIP and RAQS. The proposed project is consistent with the goals of the City's General Plan, and would not produce significant quantities of criteria pollutants or violate ambient air quality standards. Therefore, the proposed project is considered to be consistent with the SIP and RAQS, and impacts would be less than significant.

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

Less-Than-Significant Impact. The construction and operational air pollutant emissions, the SDAPCD's significance thresholds, and the associated project impacts are discussed as follows. The analysis criteria for air quality impacts are based upon the approach recommended by the South Coast Air Quality Management District's CEQA Handbook. The handbook establishes aggregate emissions calculations for determining the potential significance of a proposed action. In the event that the emissions exceed the established thresholds, air dispersion modeling may be conducted to assess whether the proposed action results in an exceedance of an air quality standards. The City has adopted this methodology.

CONSTRUCTION EMISSIONS

Construction emissions are often greater than operational emissions due to the combination of on-site sources (i.e., off-road construction equipment, soil disturbance, and volatile organic compound (VOC) off-gassing) and off-site sources (worker vehicle trips). Specifically, implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coating, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}) and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$) emissions. Exhaust from internal combustion engines used by construction equipment and worker vehicles would result in emissions of VOC, oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$. The application of architectural coatings and asphalt pavement would also produce VOC emissions. Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Construction phasing specifications were provided by the applicant, while the default values generated by the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 were used for the construction equipment mix. CalEEMod defaults were applied for the worker, haul, and vendor trips

(CAPCOA 2017). As specified by the applicant, 5,050 cubic yards of cut, 3,200 cubic yards of fill, and 1,850 cubic yards of soil would be exported off site in haul trucks with a capacity of 16 cubic yards.

Implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coating, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The proposed project is subject to SDAPCD Rule 55, Fugitive Dust Control. This rule requires that the proposed project take steps to restrict visible emissions of fugitive dust beyond the property line. Compliance with Rule 55 would limit fugitive dust (PM_{10} and $PM_{2.5}$) generated during grading and construction activities. To account for dust control measures in the calculations, it was assumed that the active sites would be watered at least three times daily, resulting in an approximately 61% reduction of particulate matter, and posting of speed limit signage of 15 miles per hour. The applicant will use architectural coatings with a low-VOC content of 5 grams per liter for internal reapplication, and exterior architectural coatings would have a VOC content of 50 grams per liter for any application during construction.

Table 14.3-1 shows the estimated maximum daily construction emissions associated with the construction of the proposed project without mitigation. Complete details of the emissions calculations are provided in Appendix A. As indicated in Table 14.3-1, construction of the proposed project would result in air quality emissions below the SDAPCD thresholds.

Table 14.3-1
Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2020	4.51	44.56	26.96	0.06	4.95	3.29
2021	6.30	27.50	27.77	0.05	1.84	1.44
Maximum Daily Emissions	*6.30*	*44.56*	*27.77*	*0.06*	*4.95*	*3.29*
SDAPCD Significance Thresholds	**75**	**250**	**550**	**250**	**100**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix A.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter less than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; SDAPCD = San Diego Air Pollution Control District.
The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model (CalEEMod). These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SDAPCD Rule 55 (Fugitive Dust).

As shown in Table 14.3-1, daily construction emissions would not exceed the significance thresholds for any criteria air pollutant.

LONG-TERM OPERATIONAL EMISSIONS

Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, natural gas hearths, and landscape maintenance equipment; and energy sources. Pollutant emissions associated with long-term operations were quantified using CalEEMod. Proposed project-generated mobile source emissions were estimated in CalEEMod based on proposed project-specific trip rate of 272 average daily trips. The proposed project would not include wood burning or natural gas fireplaces. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gases (GHGs) in CalEEMod, because criteria pollutant emissions occur at the site of the power plant, which is typically off site.

Table 14.3-2 presents the maximum daily area, energy, and mobile source emissions associated with operation (year 2022) of the proposed project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 14.3-2
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Area	1.59	0.03	2.81	<0.01[a]	0.02	0.02
Energy	0.01	0.12	0.05	<0.01[a]	<0.01[a]	<0.01[a]
Mobile	0.45	1.85	5.31	0.02	1.66	0.45
Total	*2.06*	*2.00*	*8.17*	*0.02*	*1.69*	*0.48*
SDAPCD Significance Thresholds	**55**	**250**	**550**	**250**	**100**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix A.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter less than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; SDAPCD = San Diego Air Pollution Control District.
The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model.
[a] <0.01 = value less than reported 0.01 pounds per day.

As shown in Table 14.3-2, daily operational emissions would not exceed the significance thresholds for any criteria air pollutant.

Construction would be short term and temporary in nature. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the proposed project would not exceed the significance thresholds for VOCs, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ and would not cause a significant impact.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and the County of San Diego as part of the development of their general plans. Development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would result in emissions that are accounted for. Projects that conform to the permitted land use, or result in a less emissions-intensive use, and are therefore accounted for in the SIP and RAQS, would not be considered to result in cumulatively considerable impacts from operational emissions. As stated previously, the proposed project would result in density less than that was anticipated by the RAQS and therefore would not result in significant regional emissions that are not accounted for within the RAQS. As a result, the proposed project would not result in a cumulatively considerable contribution to regional O_3 concentrations or other criteria pollutant emissions. Cumulative impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact. Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed "sensitive receptors" are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by CARB, include children, the elderly, outdoor athletes, and people with cardiovascular and chronic respiratory diseases; however, for the purposes of this analysis, residents are also considered sensitive receptors. As such, sensitive receptors include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Health Impacts of Toxic Air Contaminants

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of toxic air contaminants (TACs) resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. TACs that would potentially be emitted during construction activities would be diesel particulate matter, emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB Airborne Toxic Control Measures to reduce diesel particulate matter emissions. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of proposed construction activities (approximately 18 months) would only constitute a small percentage of the total long-term exposure period and would not result in exposure of proximate sensitive receptors to substantial TACs.

No residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the proposed project. Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, TAC emissions from operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Health Impacts of Carbon Monoxide

Mobile-source impacts occur on two basic scales of motion. Regionally, proposed project-related travel will add to regional trip generation and increase the vehicle miles traveled (VMT) within the local airshed and the SDAB. Locally, proposed project traffic will be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the basin is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the proposed project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. A Traffic Impact Analysis (TIA) (Appendix I) evaluated the level of service (LOS) (i.e., increased congestion) impacts at intersections affected by the proposed project. The potential for CO hotspots was evaluated based on the results of the Traffic Impact Analysis. As the City does not have CO hotspots guidelines, the CO hotspot screening guidance in the County of San Diego's Guidelines (County of San Diego 2007) was followed to determine if the proposed project would require a site-specific hotspot analysis. The County recommends that a quantitative analysis of CO hotspots be performed for intersections operating at or below a LOS of "E" and with peak-hour trips exceeding 3,000 trips. The proposed project's TIA determined that there would be no intersections that would operate at a LOS E or lower with the proposed project (Appendix I). Therefore, a quantitative analysis is not required for the proposed project. In addition, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SDAB is steadily decreasing. Based on these considerations, proposed project operation would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Health Impacts of Other Criteria Air Pollutants

As indicated in Tables 14.3-1 and 14.3-2, construction and operation of the proposed project would not result in emissions that exceed the SDAPCD's emission thresholds for any criteria air pollutants. Some VOCs would be associated with motor vehicles and construction equipment, while others would be associated with architectural coatings, the emissions of which would not result in the exceedances of the SDAPCD's thresholds. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, SDAPCD Rule 67.0.1 restricts the VOC content of coatings for both construction and operational applications (SDAPCD 2015). Furthermore, the applicant will use architectural coatings with a low-VOC content of 5 grams per liter for internal reapplication, and exterior architectural coatings would have a VOC content of 50 grams per liter for any application during construction.

In addition, VOCs and NO_x are precursors to O_3, for which the SDAB is designated as nonattainment with respect to the NAAQS and California Ambient Air Quality Standards (CAAQS). (The SDAB is designated by the U.S. Environmental Protection Agency as an attainment area for the 1-hour O_3 NAAQS standard and 1997 8-hour NAAQS standard.) The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SDAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 ambient air quality standards tend to occur between April and October when solar radiation is highest.

The overall effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the VOC and NO_x emissions associated with proposed project construction could minimally contribute to regional O_3 concentrations and the associated health impacts. Due to the minimal contribution during construction and operation, as well as the existing good air quality in coastal San Diego areas, health impacts would be considered less than significant.

Similar to O_3, construction of the proposed project would not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter. The proposed project would also not result in substantial diesel particulate matter emissions during construction and operation, and therefore, would not result in significant health effects related to diesel particulate matter exposure. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Regarding nitrogen dioxide (NO_2), according to the construction emissions analysis, construction of the proposed project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. NO_2 and NO_x health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, these operations would be relatively short term, and the proposed project would be required to comply with SDAPCD Rule 55, which limits the amount of fugitive dust generated during construction (SDAPCD 2009). Additionally, off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. Construction of the proposed project would not require any stationary emission sources that would create substantial, localized NO_x impacts. Therefore, health impacts would be considered less than significant.

The VOC and NO_x emissions, as described previously, would minimally contribute to regional O_3 concentrations and the associated health effects. In addition to O_3, NO_x emissions would not contribute to potential exceedances of the NAAQS and CAAQS for NO_2. CO tends to be a localized impact associated with congested intersections. The associated CO "hotspots" were discussed previously as a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to significant health effects associated with this pollutant. PM_{10} and $PM_{2.5}$ would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SDAB from

coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates. Therefore, health impacts associated with criteria air pollutants would be considered less than significant.

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

Less-Than-Significant Impact. Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the proposed project site and generally occur at magnitudes that would not adversely affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants (WWTPs), food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The proposed project does not include any of the land uses typically associated with odor complaints. Therefore, proposed project operations would result in an odor impact that would be less than significant.

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

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

Potentially Significant Unless Mitigated. A Biological Assessment Letter Report (Biological Assessment) was prepared for the proposed project in March 2019 by Blue Consulting Group and included as Appendix B of this Mitigated Negative Declaration (MND). The Biological Assessment included a review of relevant maps, databases, and literature pertaining to biological resources. The search included the California Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) Electronic Inventory, and the Consortium of California Herbarium for plant species and regional species list produced by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. Further, Blue Consulting Group also performed a biological resource survey of the project site.

Vegetation Communities

According to the Biological Assessment, four vegetation types occur on site, including rare upland habitat (0.28 acres), rare upland /coastal sage scrub (CSS) (0.03 acres), disturbed habitat (2.34 acres), and developed area (0.01 acres). CSS present on site is dominated by California sagebrush (*Artemisia californica*). Other species of CSS present on site include California sagebrush, California buckwheat (*Eriogonum fasciculatum*), black sage (*Salvia mellifera*), white sage (*Salvia apiana*), laurel sumac (*Malosma laurina*), sticky monkeyflower (*Diplacus compactus*), and California aster (*Corethrogyne filaginifolia*). The CSS and rare upland habitat on site are considered disturbed. Nonetheless, even in disturbed condition, rare upland habitat and CSS are considered sensitive. Thus, impacts to sensitive vegetation communities are considered significant and mitigation would be required.

Direct Impacts

Impacts to special-status vegetation communities are outlined in Table 14.4-1, Existing Acreage and Proposed Impacts to Vegetation Communities/Land Covers on the project site. As shown in this table, the proposed project would result in permanent direct impacts to 0.15 acres of sensitive vegetation, including 0.14 acres of rare upland habitat and 0.01 acres of CSS. As such, impacts are potentially significant and mitigation would be required for impacts to rare upland habitat (see Mitigation Measure (**MM-BIO-1**) and CSS (see **MM-BIO-2**). With implementation of these mitigation measures, impacts would be reduced to less than significant.

Table 14.4-1
Existing Acreage and Proposed Impacts to Vegetation Communities/Land Covers on the Project Site

Vegetation Community and Existing Condition	On-Site Existing Acreage	Impacts (On Site/Off Site)	Avoidance	Mitigation Ratio	Mitigation Acreage
Rare upland (maritime succulent scrub, disturbed)*	0.28	0.14 (0.14/0.0)	0.14	3:1	0.42
CSS (unoccupied CSS, disturbed)*	0.03	0.01 (0.01/0.0)	0.02	2:1	0.02
Disturbed Habitat	2.34	1.89 (1.87/0.02)	0.47	N/A	0.0
Developed/Urban	0.01	0.5 (0.01/0.49)	0.0	N/A	0.0
Total	**2.66**	**2.54 (2.03/0.51)**	**0.63**	**0.61**	

Source: Appendix B.
Notes: CSS = coastal sage scrub; N/A = not applicable.
* Denotes a sensitive habitat.

Special-Status Plants

No special-status plants species were observed at the project site during the site visit. Nonetheless, the project site is located within one CNDDB-mapped occurrence for the San Diego button-celery (*Eryngium aristulatum var. parishii*) at the project site. The San Diego button-celery is federally and state listed as Endangered and has a CNPS Rare Plant Rank of 1B.1. The project site is also located within CNDDB occurrences of the coast woolly-heads (*Nemacaulis denudate var. denudate*; CNPS Rare Plant Rank 1B.2), slender cottongrass (*Nemacaulis denudate var. gracilis*; CNPS Rare Plant Rank 2B.2), sea dahlia (*Leptosyne maritima*; CNPS Rare Plant Rank 2B.2); cliff spurge (*Euphorbia misera*; CNPS Rare Plant Rank 2B.2); *and* smooth tarplant (*Centromadia pungens ssp. laevis*; CNPS Rare Plant Rank 1B.1). None of these plants were observed at the project site and the on-site conditions are not favorable for these species to persist at the project site. Further, the proposed project would be required to implement Minimization Measures 1 through 8, described as follows, which are taken directly from the City Subarea Plan, Section 5.2.8 (City of Oceanside 2010). With implementation of these minimization measures, required for all City projects, impacts to special-status plants would be less than significant.

Special-Status Wildlife

As discussed in the Biological Assessment, the project site is located within mapped CNDDB occurrences for two special-status wildlife species. These include the lesser long-nosed bat (*Leptonycteris yerbabuenae*), which is federally listed as endangered, and the bank swallow (*Riparia riparia*), which is listed as threatened by the state. No sensitive, rare, or special-status wildlife species were observed at the project site during the site visit. Due to the poor condition and small size of the highly denuded natural habitat present at the project site, no sensitive wildlife species are expected to occur. The rare upland and CSS habitat located along the southern boundary of the project site is unlikely to provide suitable habitat for special-status species. Thus, due to the low quality of the habitat on site, no sensitive wildlife species are expected to occur. Further, the proposed project would be required to implement Minimization Measures 1 through 8, described as follows, which are taken directly from the City Subarea Plan, Section 5.2.8 (City of Oceanside 2010).

Further, due to the undeveloped nature of the site, foraging raptors and birds could occur on site. Potential raptor nesting sites, defined as large trees, or man-made towers and poles, were observed on and in proximity to the project site during the site visit, though no raptor nests were observed. However, with implementation of Minimization Measure 3, required for all City projects, short-term, temporary, or construction-related impacts to migratory birds and active migratory bird nests and/or eggs protected under the Migratory Bird Treaty Act would not be considered significant. With implementation of Minimization Measures 1 through 8, required for all City projects, impacts to special-status plants would be less than significant.

Minimization Measures

The following minimization measures have been drafted consistent with the Draft City Subarea Plan, Section 5.2.8 (City of Oceanside 2010).

Minimization Measure 1 **Temporary Fencing.** The proposed project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been

remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion.

Minimization Measure 2 **Fugitive Dust.** Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures.

Minimization Measure 3 **Migratory Bird and Raptor Nest Buffers**. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following: To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat will occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally or state-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: (1) no work within 300 feet of a non-listed nesting migratory bird nest, and (2) no work within 500 feet of a listed bird or raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths previously outlined, the proposed project applicant will contact the City and Wildlife Agencies to determine the appropriate buffer.

Implementation of this mitigation measure will reduce potential impacts to nesting birds to less than significant because they will avoid indirect impacts to individuals during the nesting season, including nests, eggs, nestlings, and fledglings, and it will allow the birds to successfully reproduce and rear young.

Minimization Measure 4 **Biologist.** A monitoring biologist shall be on site during: (a) initial clearing and grubbing of all native habitats; and (b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology. The biological monitor should flush wildlife out of habitat areas before they are cleared. The biological monitor shall prepare periodic construction monitoring reports and a post-construction report to document compliance.

Minimization Measure 5 **Landscaping.** The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic

plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's "Invasive Plant Inventory" List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom. A copy of the complete list can be obtained from California Invasive Plant Council's website or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the biological conservation easement area and contained and/or treated within the development footprint. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats.

Minimization Measure 6 **Nighttime Work.** If night work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded, and directed away from natural habitats.

Minimization Measure 7 **Pest Species.** Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. The applicant shall ensure that all temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape or habitat creation/restoration/enhancement.

Minimization Measure 8 **Construction Conditions.** The applicant shall ensure that the following conditions are implemented during proposed project construction:

a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;

b. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;

c. Pets of project personnel shall not be allowed on the project site;

d. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks;

e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in

such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

Mitigation Measures

MM-BIO-1 A mitigation ratio of 3:1 would be required for direct impacts to existing maritime succulent scrub vegetation on site. Impacts to 0.14 acres of chaparral shall be mitigated through the purchase of 0.42 acres of maritime succulent scrub habitat (or equivalent suitable habitat) at an off-site location, through the purchasing of land from a mitigation bank within a mitigation area approved by the City of Oceanside.

MM-BIO-2 A mitigation ratio of 2:1 would be required for direct impacts to existing coastal sage scrub (CSS) vegetation on site. Impacts to 0.01 acres of CSS shall be mitigated through the purchase of 0.02 acres of CSS habitat at an off-site location, through the purchasing of land from a mitigation bank within a mitigation area approved by the City of Oceanside.

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

Potentially Significant Unless Mitigated. As discussed in the Biological Assessment, there is no riparian habitat on the site. As previously discussed in response (a), the proposed project would result in permanent direct impacts to 0.15 acres of sensitive vegetation, including 0.14 acres of rare upland and 0.01 acres of CSS. As such, impacts are potentially significant and mitigation would be required for impacts to rare upland (see MM-BIO-1) and CSS (see MM-BIO-2). With implementation of mitigation measures MM-BIO-1 and MM-BIO-2, as well as Minimization Measures 1 through 8, required for all City projects, impacts to sensitive natural communities would be less than significant.

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

No Impact. No wetlands were observed at the project site during the site visit. Thus, the proposed project would not result in impacts to wetlands.

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

Potentially Significant Unless Mitigated. The project site is surrounded by development on all sides and is not located within or adjacent to an existing recognized habitat corridor. However, as previously discussed in response (a), due to the undeveloped nature of the site, foraging raptors and birds could occur on site. Potential raptor nesting sites, defined as large trees, or man-made towers and poles, were observed on and in proximity to the project site during the site visit, though no raptor nests were observed. However, with implementation of Minimization Measure 3, required for all City projects, short-term, temporary, or construction-related impacts to migratory birds and active migratory bird nests and/or eggs protected under the Migratory Bird Treaty Act would not be considered significant. With implementation of Minimization Measure 3, required for all City projects, impacts to movement of native residents or migratory fish or wildlife species would be less than significant.

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

Less-Than-Significant Impact. The City General Plan establishes an Environmental Resource Management Element (City of Oceanside 2002) that serves as a guide for conservation of natural resources and open space under the City's influence. This element was prepared so as to be consistent with other relevant acts, plans, and policies such as the California Endangered Species Act, CEQA, and with the California Department of Fish and Wildlife and Regional Water Quality Control Board. The proposed project would be consistent with all relevant plans including the General Plan and the Oceanside Subarea Plan.

Further, according to the City's Street Tree Removal Policy, the City shall remove only those trees on City-owned property or in the public right-of-way that cause damage to public or private property; constitute a visual traffic hazard; are damaged or dying; or need to be removed so as not to conflict with overall approved plans (City of Oceanside 2019b). The proposed project would not result in removal of any street trees and would provide additional trees along the Oceanside Boulevard frontage. Therefore, the proposed project would not conflict with local policies or ordinances. Therefore, impacts resulting from the proposed project would be less than significant.

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

Potentially Significant Unless Mitigated. The proposed project is located in the City Subarea Habitat Conservation Plan/Natural Community Conservation Plan area. This Plan addresses how the City of Oceanside will conserve natural biotic communities and sensitive plant and wildlife species under the North County Multiple Habitat Conservation Plan framework. However, the project site is not located within any pre-approved mitigation areas, wildlife corridor planning zones, off-site mitigation zones, softline preserve areas, or hardline preserve areas. As previously described, the proposed project would be required to mitigate for impacts to the vegetation/habitat communities identified in the Multiple Habitat Conservation Plan and Oceanside Subarea Plan as special-status species (MM-BIO-1 and MM-BIO-2). Compliance with the mitigation requirements set forth in MM-BIO-1 and MM-BIO-2 would ensure that the proposed project would not conflict with the Multiple Habitat Conservation Plan or Oceanside Subarea Plan.

	Potentially Significant Impact	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
14.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of CEQA?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

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

Less-Than-Significant Impact. A Cultural Resources Survey, included as Appendix C1 of this MND, was prepared for the proposed project by Helix Environmental Planning in February 2017, which includes a records search, a Sacred lands File search, Native American outreach, a review of historic maps and aerial photographs, and a field survey. A Cultural Survey Update was also prepared by Helix in September 2018, and included as Appendix C2 of this MND. The Cultural Survey Update confirms that the results of the Cultural Resources Survey remain unchanged, although the proposed project has changed since the time the Cultural Resources Survey was prepared. As discussed in the Cultural Resources Survey, a South Coast Information Center (SCIC) search was performed in January 2017. The SCIC covered a 1-mile radius around the project site and included archaeological and historical resources, locations and citations for previous cultural resource studies, and a review of the Office of Historic Preservation historic properties directory. Historic maps and aerial photographs were reviewed to assess the potential for historic archaeological resources. The SCIC search identified 35 cultural resources studies conducted within a 1-mile radius of the project site, four of which intersect the project site. The SCIC also identified 14 cultural resources within a 1-mile area surrounding the project site. One of these cultural resources (CA-SDI-12600) is located within the project site. This cultural resource was recorded as a shell and lithic scatter. This resource was tested in 1992 and found not to be a significant resource under CEQA due to its disturbed nature and general lack or research potential. Further, this resource was found during the field survey as lithic scatter and shell scatter with two bedrock milling features consisting of three mortars total. Although lithic debitage and shell were found at the site during the current survey, the site still appears to lack research potential, and nothing was found to invalidate the previous assessment that the site is not a significant resource. Therefore, impacts to the site would not constitute significant impacts under CEQA or the City's guidelines. Impacts would be less than significant.

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

Potentially Significant Unless Mitigated. As previously discussed, the Cultural Resources Survey prepared for the proposed project (Appendix C1) identified 14 archaeological sites that have been recorded within a 1-mile radius of the project area (Appendix C1). One of these resources, (CA-SDI-12600) is located within the project site and consists of lithic and shell scatter. As previously discussed, this resource is not considered significant under CEQA. Of the remaining 13 resources in the records search radius, six are prehistoric sites consisting of shell isolates (P-37-018810, -018811), shell scatters (P-37-006882, -033928), and habitation or campsites with additional cultural material (P-37-014227, -029336). Two are multicomponent sites with shell scatters and historic debris (P-37-013212, -033869). Because these resources are located off-site, the proposed project is not expected to result in impacts to these resources.

Nonetheless, because the site's surroundings are rich with cultural resources, including archaeological and historical resources, potential for archaeological resources to be encountered during grading could occur. This impact would be potentially significant, absent mitigation. However, with implementation of MM-CUL-1 through MM-CUL-3, impacts would be reduced to less than significant.

Mitigation Measures

MM-CUL-1 Prior to issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, with the appropriate Native American tribe(s) and the City of Oceanside. 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 Native American tribe(s) for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or

discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities.

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 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 and 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 Native American Monitor shall be present on site during initial grading, trenching, and/or other ground-disturbing activities, including brushing and grubbing, unless otherwise agreed upon by the archaeological Principal Investigator, the Native American representative, and City of Oceanside staff.

If cultural resources are discovered during ground-disturbing activities, both the Qualified Archaeologist and the Native American monitor shall have the authority to temporarily halt or redirect ground-disturbing activities while the cultural resources are documented and assessed. If significant resources are encountered, appropriate mitigation measures must be developed and implemented. Any artifact material found on site shall be categorized and analyzed. Recovered cultural material shall be curated with accompanying catalog to current professional repository standards or the collection will be returned to the appropriate Native American tribe(s), as agreed upon by the Principal Investigator, Native American representative(s), and City of Oceanside staff and specified in the pre-excavation agreement.

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

Less-Than-Significant Impact. Although the Oceanside Cemetery is located adjacent to the project site to the west, the proposed project site is not currently used as a cemetery and is not otherwise known to contain human remains. However, this does not preclude finding human remains during proposed project excavation and grading activities. In accordance with MM-CUL-3, a Qualified Archaeologist and Native American Monitor shall be present on site during initial grading, trenching, and/or other ground-disturbing activities. As standard practice, should any human remains be encountered, State Health and Safety Code Section 7050.5 states that no further disturbance can occur in the immediate area until the County Coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be prehistoric, the County Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant. With permission of the landowner or an authorized representative, the most likely descendant may inspect the site of the discovery, and will complete the inspection within 24 hours of notification by the Native American Heritage Commission. The most likely descendant would have the opportunity to make recommendations to the Native American Heritage Commission on the disposition of the remains. As such, with adherence to the State Health and Safety Code, impacts would be less than significant.

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

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

Less-Than Significant-Impact.

Energy Consumption

Electricity

Construction Use

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be provided by San Diego Gas & Electric. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. The electricity used for construction activities would be temporary and minimal; therefore, impacts would be less than significant.

Operational Use

Following completion of construction, the proposed project's operational phase would require electricity for operating various residences. The CalEEMod Version 2016.3.2 and the default value for electricity consumption for the residential land use was applied for the proposed project (CAPCOA 2017).

The proposed project is estimated to have a total electrical demand of 172,193 kilowatt-hour per year. The residential electricity demand in 2017 was 6,854 million kilowatt-hours for the County (County; CEC 2018). The proposed project's buildings would be built in accordance with the current Title 24 standards at the time of construction and California Green Building Standards Code. Therefore, due to the limited amount of electricity use compared to the County, and the inherent increase in efficiency of building code regulations, the proposed project would not result in a wasteful use of energy. Impacts related to operational electricity use would be less than significant.

Natural Gas

Construction Use

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline. Any minor amounts of natural gas that may be consumed as a result of proposed project construction would be temporary and negligible and would not have an adverse effect; therefore, impacts would be less than significant.

Operational Use

Natural gas would be directly consumed throughout operation of the proposed project, primarily through building heating. As previously described and consistent with electricity use, the proposed project's natural gas use was estimated using CalEEMod. The proposed project is estimated to use 4,890 therms of natural gas per year. By comparison, in 2017, San Diego Gas & Electric supplied 273 million therms of natural gas to residential customers (CEC 2018). Therefore, due to the limited amount of natural gas use compared to the planning area, and the inherent increase in efficiency of building code regulations, the proposed project would not result in a wasteful use of energy. Impacts related to operational natural gas use would be less than significant.

Petroleum

Construction Use

Petroleum would be consumed throughout construction of the proposed project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities, and haul trucks involved in relocating dirt around the project site would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed that construction workers would travel to and from the project site in gasoline-powered vehicles.

Heavy-duty construction equipment of various types would be used during construction. CalEEMod was used to estimate construction equipment usage. Based on that analysis, diesel-fueled construction equipment would operate for an estimated 19,976 hours, as summarized in Table 14.6-1, Hours of Operation for Construction Equipment.

Table 14.6-1
Hours of Operation for Construction Equipment

Phase	Hours of Equipment Use
Site Preparation	230
Grading	600
Building Construction	18,000
Paving	960
Architectural Coating	186
Total	**19,976**

Source: See Appendix B.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2018). The estimated diesel fuel use from construction equipment is shown in Table 14.6-2, Construction Equipment Diesel Demand.

Table 14.6-2
Construction Equipment Diesel Demand

Phase	Pieces of Equipment[a]	Equipment CO_2 (MT)[a]	kg CO_2/Gallon[b]	Gallons
Site Preparation	3	10.76	10.21	1,054.19
Grading	4	18.11	10.21	1,773.86
Building Construction	8	311.47	10.21	30,506.20
Paving	6	15.50	10.21	1,518.59
Architectural Coating	1	3.96	10.21	387.61
			Total	**35,240.45**

Sources:
[a] Appendix B.
[b] The Climate Registry 2018.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Fuel consumption from worker and vendor trips was estimated by converting the total CO_2 emissions from the construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline-fueled, and vendor/hauling vehicles are assumed to be diesel-fueled.

Calculations for total worker, vendor, and hauler fuel consumption are provided in Table 14.6-3, Construction Worker Vehicle Gasoline Demand; Table 14.6-4, Construction Vendor Truck Diesel Demand; and Table 14.6-5, Construction Haul Truck Diesel Demand.

Table 14.6-3
Construction Worker Vehicle Gasoline Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg CO_2/Gallon[b]	Gallons
Site Preparation	80	0.29	8.78	33.03
Grading	200	0.72	8.78	82.56
Building Construction	9,600	34.48	8.78	3,927.37
Paving	300	1.05	8.78	119.68
Architectural Coating	186	0.65	8.78	74.20
			Total	**4,236.85**

Sources:
[a] Appendix B.
[b] The Climate Registry 2018.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Table 14.6-4
Construction Vendor Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg/CO_2/Gallon[b]	Gallons
Site Preparation	0	0.00	10.21	0.00
Grading	0	0.00	10.21	0.00
Building Construction	2,100	27.64	10.21	2,706.91
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
			Total	2,706.91

Sources:
[a] Appendix B.
[b] The Climate Registry 2018.
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Table 14.6-5
Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg CO_2/Gallon[b]	Gallons
Site Preparation	0	0.00	10.21	0.00
Grading	231	8.91	10.21	872.47
Building Construction	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
			Total	**872.47**

Sources:
[a] Appendix H of the EIS.
[b] The Climate Registry 2018.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

As shown in Tables 14.6-2 through 14.6-5, the proposed project is estimated to consume 43,057 gallons of petroleum during the construction phase. By comparison, approximately 12.2 billion gallons of petroleum would be consumed in California over the course of the proposed project's construction phase based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016). By comparison, Countywide total petroleum use by vehicles is expected to be 1.57 billion gallons per year by 2020 (CARB 2018). The proposed project would be required to comply with the CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes. Therefore, because petroleum use during construction would be temporary and relatively minimal, and would not be wasteful or inefficient, impacts would be less than significant.

Operational Use

The majority of fuel consumption resulting from the proposed project's operational phase would be attributable to the use of resident motor vehicles traveling to and from the project area, as well as fuels used for alternative modes of transportation that may be used by residents. Petroleum fuel consumption associated with motor vehicles traveling to and from the project area is a function of VMT as a result of proposed project operation. The annual VMT attributable to the proposed project is expected to be 755,424 VMT per year. Similar to construction worker and vendor trips, fuel consumption was estimated by converting the total CO_2 emissions from each land use type to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 92.5% of the fleet range from light-duty to medium-duty vehicles and motorcycles were assumed to run on gasoline. The remaining 7.5% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses/recreational vehicles, which were assumed to run on diesel.

Calculations for annual mobile-source fuel consumption are provided in Table 14.4-6, Mobile Source Fuel Consumption – Operation. Mobile sources from the proposed project would result in approximately 31,226 gallons of gasoline per year and 2,183 gallons of diesel consumed per year beginning in 2022. By comparison, California as a whole consumes approximately 19.3 billion gallons of petroleum per year (CEC 2018).

Table 14.6-6
Petroleum Consumption – Operation

Fuel	Vehicle MT CO_2	kg CO_2/Gallon	Gallons
Gasoline	274.16	8.78	31,225.90
Diesel	22.29	10.21	2,183.09
		Total	**33,409.00**

Sources:
[a] See Appendix B.
[b] The Climate Registry 2018.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Over the lifetime of the proposed project, the fuel efficiency of the vehicles being used by residents is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project area during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emissions vehicles in California (CARB 2013). Additionally, in response to Senate Bill 375, CARB adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the planning area for the SANDAG. This reduction would occur by reducing VMT through the integration of land use and transportation planning (SANDAG 2015).

In summary, although the proposed project would increase petroleum use during operation, the use would be a small fraction of the statewide use and, due to efficiency increases, diminish over time. Given these considerations, petroleum consumption associated with the proposed project would not be considered inefficient or wasteful and would result in a less-than-significant impact.

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

Less-Than Significant-Impact. The proposed project would follow applicable energy standards and regulations during the construction phases. The proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. For the reasons stated, the proposed project would not conflict with existing energy standards or regulations, and impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.7 GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
(ii) strong seismic ground shaking?	☐	☐	☒	☐
(iii) seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the 1994 UBC, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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.

Less-Than-Significant Impact. Ground rupture is characterized by bedrock slippage along an established fault that may result in displacement of the ground surface. For ground rupture to occur along a fault, an earthquake usually exceeds magnitude 5.0. Since no faults are currently known to cross the proposed project site, the risk of ground rupture is considered remote.

No known active or potentially active faults exist on or adjacent to the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 2010). A Report of Geotechnical Investigation Update (Geotechnical Report) was prepared for the proposed project by GGI Geotechnical Exploration Inc. in September 2018 and included as Appendix D of this MND. According to the Geotechnical Report, neither an active fault or potentially active fault underlies the project site. Although no known active seismic faults traverse the project site or the City, the nearest known active faults to the project site are the Newport-Inglewood Fault Zone, located approximately 3.5 miles northwest of the site, and the Rose Canyon Fault, located approximately 5.4 miles west of the site. Coronado Bank Fault and Elsinore Fault are also located in the vicinity of the project site, approximately 21.3 miles 23 miles away, respectively. However, proper engineering design and construction of the proposed project, in accordance with 2016 California Building Code, as well as incorporation of the recommendations outlined in the Geotechnical Report, such as specific foundation design criteria, would ensure that impacts due to fault rupture would remain below a level of significance for the project site. Impacts with regards to seismic rupturing would be less than significant.

(ii) Strong seismic ground shaking?

Less-Than-Significant Impact. Ground shaking is considered to be the greatest seismic hazard in San Diego County. Structural damage caused by seismically induced ground shaking is a detrimental effect directly related to faulting and earthquake activity. The intensity of ground shaking is dependent on the magnitude of the earthquake, distance from the earthquake, and local seismic condition. Earthquakes of magnitude 5.0 or greater on the Richter scale are generally associated with significant damage. As previously discussed in response (a), no known active or potentially active faults exist on or adjacent to the proposed project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 2010).

However, due to regional proximity to major known active fault zones such as the Newport-Inglewood Fault, Rose Canyon Fault, Coronado Bank Fault, and Elsinore Fault, the proposed project site lies in a seismically active region of California. According to the Geotechnical Report (Appendix D), the most serious damage to the site would likely be caused by a large earthquake originating on a nearby strand of the Rose Canyon Fault Zone. Although the chance of such an event is low, it could occur within the useful life of the proposed development. With incorporation of geotechnical recommendations provided in the proposed project's Geotechnical Report, including conformance to the City's grading requirements, standards for foundation design, and fill compaction requirements, as well as adherence to the 2016 California Building Code, impacts relating to seismic ground shaking would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Liquefaction is the process in which soils are transformed into a dense fluid that will flow as a liquid when unconfined. It occurs principally in loose, saturated sands and silts when they are sufficiently shaken by an earthquake and cause large deformation on fine-grained and soft clayey soils. According to the Geotechnical Report prepared for the proposed project (Appendix D), the potential for liquefaction of foundation materials due to seismic shaking is considered to be low due to the dense nature of the natural-ground material, the anticipated high density of the proposed recompacted fill, and the lack of a shallow static groundwater surface under the site. No soil liquefaction or soil strength loss is anticipated to occur due to a seismic event. Thus, impacts would be less than significant.

(iv) Landslides?

Less-Than-Significant Impact. According to the Geotechnical Report, a geologic reconnaissance and review of aerial photographs of the project site indicates that the site is not underlain by landslides or unstable natural slopes. The existing slopes along the east side of the project site are comprised of relatively high strength, very dense, silty sand formational breccia materials and are regarded as stable.

GGI Geotechnical Exploration Inc. performed updated slope stability analyses on selected cross sections based on information obtained from exploratory excavations on-site, laboratory test results from retrieved soil samples on-site collected during the drilling, a field review of site conditions, a review of aerial photos, a review of pertinent documents and geologic maps of the area, and GGI Geotechnical Exploration Inc.'s experience with similar formational units in this area of the City. The slope stability analyses were performed along various cross sections oriented perpendicular to the sloping lot from north to south. As concluded in the Geotechnical Report, with incorporation of recommendations included in the Geotechnical Report, as well as proper drainage and irrigation practices (see Section 14.10, as follows), impacts related to landslides would be less than significant.

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

Less-Than-Significant Impact. Construction activities such as excavation and grading may have the potential to cause soil erosion or loss of topsoil. Short-term erosion effects during the construction phase of

the proposed project would be prevented through required implementation of a Storm Water Pollution Prevention Plan (SWPPP), compliance with the National Pollutant Discharge Elimination System permit, and incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. A SWPPP is required by the City during plan review and approval of proposed project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction operations would remain below a level of significance.

In addition, appropriate erosion control measures would be taken at all times during and after construction to prevent surface runoff waters from entering footing excavations, ponding on finished building pad areas or causing erosion on soil surfaces, per the recommendations outlined in the Geotechnical Report (Appendix D). Thus, with implementation of the suggestions from Geotechnical Exploration (2008) and the City's Grading Ordinance (City of Oceanside 1992), impacts relating to soil erosion and loss of topsoil would be less than significant.

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

Less-Than-Significant Impact. Refer to previous responses (a3) and (a4) regarding liquefaction and landslides. As described in the Geotechnical Report, the site is not underlain by landslides or unstable natural slopes. The existing slopes along the east side of the project site are comprised of relatively high strength, very dense, silty sand formational breccia materials and are regarded as stable.

Geotechnical Exploration Inc. performed updated slope stability analyses on selected cross sections. As concluded in the Geotechnical Report, with incorporation of recommendations included in the geotechnical investigation, as well as proper drainage and irrigation practices (see Section 14.10, as follows), impacts related to landslides would be less than significant.

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

Less-Than-Significant Impact. According to the Geotechnical Report, soils encountered on site are not expected to be classified as medium to high expansive. However, should highly expansive soils be encountered at the site, the Geotechnical Report outlines recommendations for handling soils with expansive qualities, if encountered. For instance, expansive soils, if encountered, should be moisture conditioned to at least 5% above optimum moisture content and compacted to 88%–92% in building pad areas, and soils of medium or greater expansion shall not be used as retaining wall backfill soils. Lastly, Any required imported fill material (such as for retaining wall backfill) should be low expansive (Expansion Index of 50 or less per ASTM 04829-11). As such, with implementation of the recommendations presented in the Geotechnical Report, impacts would be less than significant.

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

No Impact. The proposed project would not include use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would result.

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

Potentially Significant Unless Mitigated. Published mapping in this region shows Pleistocene terrace deposits overlying the Eocene Santiago Formation (Kennedy et al. 2007). According to the Geotechnical Report (Appendix D) based on site-specific field data, the project area is underlain by 2–4 feet of fill/topsoil/colluvium that overlies San Onofre Breccia bedrock (GEI 2018). Although the San Onofre Breccia is typically characterized as a coarse-grained sedimentary deposit which generally does

not yield significant fossilized remains, this geological unit is assigned a moderately or highly sensitive rating for paleontological sensitivity according to the County of San Diego's *Guidelines for Determining Significance* (Stephenson et al. 2009). The Santiago Formation has a high paleontological sensitivity rating (Stephenson et al. 2009). No fossil localities are documented within the project area according to a records search conducted by the San Diego Natural History Museum (SDNHM); however, paleontological resources were documented nearby during excavation for the Sprinter line, as well as other construction excavation projects (SDNHM 2019). A single fossil locality, SDNHM 4007, was discovered within a 1-mile radius of the project area within the Pleistocene Bay Point Formation, which is not anticipated to be encountered during construction (SDNHM 2019). Shallow excavations have a low potential to impact paleontological resources. However, deeper excavations will likely encounter unweathered bedrock of the San Onofre Breccia. As such, impacts would be potentially significant and mitigation would be required. Nonetheless, with implementation of MM-PAL-1, described as follows, potential impacts to paleontological resources would be less than significant. A paleontologist should be retained to monitor initial excavations and develop a monitoring program for impacts to paleontologically sensitive units within the project area.

MM-PAL-1 Prior to beginning grading activities, a qualified paleontologist shall be retained to provide guidance for compliance monitoring and monitor excavations within moderate to high paleontological sensitivity geological units (e.g., San Onofre Breccia and Santiago Formation). In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the proposed project, all earth-disturbing work occurring in the vicinity (generally within 50 feet of the find) shall immediately stop, and a qualified professional paleontologist, meeting the Society of Vertebrate Paleontology (2010) guidelines, shall be notified regarding the discovery. The paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant, additional work such as paleontological resources salvage and reporting may be warranted. If paleontological resources are found, the qualified paleontologist shall develop a monitoring program for impacts to paleontologically sensitive units within the project area.

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

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

Less-Than-Significant Impact. The proposed project-generated construction and operational GHG emissions are summarized as follows.

Construction Emissions

Details of the construction emission methodology is detailed under 14.3 (b). Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. GHG emissions associated with temporary construction activity were quantified using CalEEMod Version 2016.3.2.

Table 14.8-1 shows the estimated annual GHG construction emissions associated with the proposed project, as well as the annualized construction emissions over a 30-year period (SCAQMD 2008).

Table 14.8-1
Estimated Annual Construction Greenhouse Gas Emissions – Unmitigated

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2020	313.04	0.06	0.00	314.51
2021	120.51	0.02	0.00	121.07
			Total	*435.61*
			30-Year Amortized Construction Emissions	**14.52**

Source: Appendix A.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

Estimated 30-year amortized proposed project-generated construction emissions would be approximately 15 metric tons of carbon dioxide equivalent (MT CO_2e) per year. However, as there is no separate GHG threshold for construction, the evaluation of significance is discussed in the following operational emissions analysis.

Operational Emissions

Details of the construction emission methodology is detailed under Section 14.3, response (b). Operation of the proposed project would generate GHG emissions through motor vehicle trips to and from the proposed project site; landscape maintenance equipment operation; energy use (natural gas and generation of electricity consumed by the proposed project); solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. Proposed project-generated mobile source emissions were estimated in CalEEMod based on proposed project-specific trip rate of 272 average daily trips. The proposed project would not include wood burning or natural gas fireplaces. The proposed project would incorporate photovoltaic (PV) solar panels on each building's rooftop; however, reductions from generation of electricity from the PV solar panels were not quantified. CalEEMod was used to calculate the annual operational GHG emissions.

The estimated operational (year 2022) proposed project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 14.8-2.

Table 14.8-2
Estimated Annual Operational Greenhouse Gas Emissions – Unmitigated

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
Area	0.41	<0.01	0.00	0.42
Energy	65.86	<0.01	<0.01	66.15
Mobile	296.45	0.02	0.00	296.84
Solid waste	3.17	0.19	0.00	7.87
Water supply and wastewater	10.95	0.07	<0.01	13.29
Total				*384.57*
30-Year Amortized Construction Emissions (per year)				*14.52*
Operational Plus 30-Year Amortized Construction Emissions Total (per year)				**399.09**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
GHG emissions from electricity consumption do not include quantified reductions from electricity generation from the PV solar panels.

As shown in Table 14.8-2, estimated annual proposed project-generated GHG emissions would be approximately 385 MT CO_2e per year as a result of proposed project operations only. Estimated annual proposed project-generated operational emissions in 2022 plus amortized project construction emissions would be approximately 399 MT CO_2e per year. The proposed project emissions would not exceed the 900 MT CO_2e per year threshold. Therefore, the proposed project would result in a less-than-significant impact related to GHG emissions.

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

Less-Than-Significant Impact. The City has not yet adopted a Climate Action Plan, nor does the City's General Plan contain policies specifically adopted to reduce GHG emissions. However, the City is presently working on the development of a GHG emissions inventory which would inform the City's policymakers on a decision to pursue development of a Climate Action Plan. The City adopted the Green Building Code pursuant to a public review process (City Ordinance 13-ORO752-1, adopted November 6, 2013). The proposed project would comply with the requirements of the Green Building Code, as well as the California Global Warming Solutions Act (Assembly Bill 32) and 900 MT CO_2e screening level (CAPCOA 2008).

At the regional level, the San Diego Association of Government's (SANDAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the San Diego region. In October 2015, SANDAG adopted its Regional Plan. Like the 2050 RTP/SCS, the Regional Plan meets the CARB's 2020 and 2035 reduction targets for the region. The RTP/SCS does not regulate land use or supersede the exercise of land use authority by SANDAG's member jurisdictions, whereas the RTP/SCS is a relevant regional reference document for purposes of evaluating the intersection of land use and transportation patterns and the corresponding GHG emissions. The RTP/SCS is not directly applicable to the proposed project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout the City and greater San Diego County, as stipulated under Senate Bill 375. CARB has recognized that the approved RTP/SCS is consistent with Senate Bill 375 (CARB 2015). The proposed project as planned would be less than the designated density by more than 50%. Furthermore, the proposed project is consistent with the land use designation. Based on the previously discussed consideration, the proposed project would not conflict with any applicable plans, and impacts would be less than significant.

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

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

Less-Than-Significant Impact. Construction of the proposed project would entail routine transport of potentially hazardous materials, including gasoline, oil solvents, cleaners, and paint. 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.

Because the operational phase of the proposed project would involve residential living with associated landscape and facility maintenance, 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, impacts related to the construction and operational phases of the proposed project would be less than significant.

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

Less-Than-Significant Impact During construction and operation of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal of construction debris, landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws such as California OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention program, and the California Health and Safety Code, which regulate the management and use of hazardous materials and are intended to minimize risk to public health associated with hazardous materials. Additionally, the project proposes residential development, which is not typically considered a source of substantial hazardous materials. Therefore, the proposed project's compliance with these laws would result in less-than-significant impacts.

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

Less-Than-Significant Impact. Ditmar Elementary School is located approximately 400 feet north of the project site. Further, MediaTech Institute-Oceanside, an associate degree and diploma school for music, video, and film production, is located approximately 0.22 miles east of the site. However, as previously discussed, the proposed project would be required to comply with all local, state, and federal regulations regarding the use, transport, and disposal of hazardous materials during construction, and the potential for impacts to occur during the operational phase of the proposed project is minimal. The schools are currently surrounded by suburban development, and impacts associated with potential hazardous emissions within proximity of an existing school would be less than significant.

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

Less-Than-Significant Impact. The project site is not included on any hazardous waste site lists including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese list, the Superfund Site list, or other lists compiled pursuant to Section 65962.5 of the Government Code (CalEPA 2019; DTSC 2019; California State Water Resources Control Board 2019a, 2019b, 2019c; U.S. EPA 2019). One site that is listed under the Department of Toxic Substances Control database, 1307 South Coast Highway, is located approximately 817 feet west of the site. The site was previously used by Tri-City Plating, Incorporated and is currently considered active (DTSC 2019). A Site Investigation and Soil Vapor Extraction Pilot Testing Report was performed for this site in December 2012 by AMEC Environment & Infrastructure Inc. (DTSC 2012).

According to this report, VOCs were found in the soil vapor and groundwater at the 1307 South Coast Highway site. Although still high, lower concentrations of VOCs were also found in a few couple adjacent wells in the street. Although this site has not been cleaned up, as described in this report, groundwater flow at the 1307 South Coast Highway flows south to southeast (DTSC 2012). As such, because the project site is located east to northeast of 1307 South Coast Highway, it is unlikely that subsurface contamination at this site could result in impacts to the project site. Thus, impacts would be less than significant.

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

No Impact. The closest airport to the proposed project site is the Oceanside Municipal Airport, approximately 2.2 miles southwest of the site. According to the Oceanside Municipal Airport Land Use Compatibility Plan, the project site is not located within an Airport Influence Area, an airport noise

exposure range, an airport safety zone, or an airport overflight notification area (San Diego County Regional Airport Authority 2010). No impact would occur.

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

Less-Than-Significant Impact. The project site is currently vacant, and no access is provided. With implementation of the proposed project, primary access to the site, which would allow access to all residential units, would be provided via the main driveway at the southeast corner of Ditmar Street and Godfrey Street (Figure 3, Site Plan). One gated access point, to be used for emergency service and solid waste vehicles would be provided via Oceanside Boulevard. An additional access point, to be used for emergency access only, would be provided via Nevada Avenue.

The City's Public Safety Element of the General Plan lists I-5 and Hill Street [Coast Highway] as the nearest primary evacuation routes for the area (City of Oceanside 2002). The City has an adopted Emergency Plan (City of Oceanside 2009a) that outlines how local jurisdictions would implement a comprehensive emergency management system in response to a disaster. In an emergency, emergency service vehicles would gain access to the site via the proposed gates access points to be used for emergency services from Nevada Street and Oceanside Boulevard. The proposed project would be located within a vacant site and not invoke a change to the existing emergency plan or any evacuation routes outlined in the City's General Plan. Therefore, impacts would be less than significant.

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

Less-Than-Significant Impact. The proposed project site is located in an urbanized area and is surrounded by development, including residential and commercial uses on all sides. The project site is not located within or adjacent to a High Fire Hazard Severity Zone or within a Local Responsibility Area (CalFire 2007, 2009). Therefore, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

Potentially Significant Unless Mitigated. A Preliminary Storm Water Quality Management Plan (SWQMP) was prepared for the proposed project by BHA Inc. in February 2016 and included as Appendix F of this document, and is intended to meet the permit requirements of the San Diego Regional Water Quality Control Board. Further, the proposed project would be required to comply with the National Pollutant Discharge Elimination System State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ for stormwater discharges and general construction activities, and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and various stormwater BMPs such as filtration media screens. In compliance with the Construction General Permit, a SWPPP would be prepared that specifies BMPs that would be implemented during construction to minimize impacts to water quality.

The project proposes the addition of 34 residential units, access road, and associated parking. With implementation of the proposed project, 61% of the currently undeveloped 2.66-acre site would be developed with impervious surfaces. Nonetheless, stormwater runoff from the impervious roof and road areas would be intercepted by catch basins in the street, and conveyed via a storm drain system to the proposed underground detention vaults. Proposed detention values would store runoff from the proposed project and release it at a controlled rate for hydromodification and pollutant control. Further, the SWQMP incorporates several BMPs to provide water quality treatment consistent with the Regional Permit's standards. In order to assure compliance with all applicable provisions of the Regional Board's permit requirements which would provide that any water quality impacts of the project are sufficiently addressed, the following MM-WR-1 is necessary:

Mitigation Measures

MM-WR-1 Prior to issuance of any grading or building permit, the proposed project shall prepare, submit, and secure the approval of the City Engineer of a Final SWQMP consistent with the approved Preliminary SWQMP. Prior to the issuance of any Certificate of Occupancy, the proposed project shall complete the installation of all water quality improvements established by the Final SWQMP subject to inspection and approval by the City.

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

Less-Than-Significant Impact. According to the Geotechnical Report prepared for the proposed project (Appendix D), a true or significant groundwater condition was not encountered on site, although minor seepage was encountered at trench T-2. However, as stated in the Geotechnical Report, no significant water seepage or groundwater problems are anticipated to develop if proper drainage is implemented (see response (c), as follows). Potential dewatering activities associated with construction

could be determined necessary but would be short term and would not occur to a depth that could substantially affect the groundwater table. Further, the site is not located within a groundwater basin (City of Oceanside Water Utilities Department 2019) and the proposed project would not have the capacity to increase the amount of water consumed regionally through increased withdrawals from groundwater sources because the project does not include the installation of water wells. As such, the proposed project would not have the potential to substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

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

(i) Result in substantial erosion or siltation on- or off-site?

Less-Than-Significant Impact. As previously discussed under response (a), in compliance with the Construction General Permit, a SWPPP would be prepared that specifies BMPS such as that would be implemented during construction to minimize impacts to water quality as well as potential soil erosion. Further, according to the SWQMP prepared for the proposed project (Appendix F), no evidence of scouring or excessive erosion resulting from concentrated runoff has been observed at the site.

Further, a Hydrology and Hydraulic Report (Hydrology Report) was prepared for the proposed project by BHA Inc. in January 2019. As discussed in the Hydrology Report, under existing conditions, runoff from the project site flows southeast into a curb and gutter on Nevada Street, into a vacant lot, then flows onto a concrete ditch along the North County Transit District Sprinter rail line right-of-way and into an existing catch basin south of the site. With development of the proposed project, the site would increase the impervious area footprint of the site by approximately 61%. If not carefully planned for, increased runoff from impervious surface can cause alterations to drainage courses, increases in erosion and siltation, due to increased runoff. However, as indicated in the Hydrology Report, the proposed project would mimic the existing drainage patterns with regard to the overall area and discharge points. With the proposed development, the project site would be split into two drainage basins, Basins A and B. Runoff from basin A would be conveyed directly into two separate detention vaults, with a Modular Wetland Systems, and would then be directed to a detention value for treatment. Stormwater runoff from the impervious roof and road areas would be intercepted by catch basins in the street, and conveyed via a storm drain system to the proposed underground detention vaults. Runoff from Basin B would drain into a second detention vault. Proposed detention values would store runoff from the proposed project and release it at a controlled rate for hydromodification, pollutant control, and detention to reduce the proposed 100-year flows to existing 100-year flow levels. Lastly, as concluded in the Hydrology Report, the proposed project would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cubic feet per second (cfs). As such, the proposed project would not alter the existing drainage pattern of the site or area such that substantial erosion or siltation on- or off-site would occur. Impacts would be less than significant.

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

Less-Than-Significant Impact. With development of the proposed project, the site would increase the impervious area footprint of the site by approximately 61%. If not carefully planned for, increased runoff from impervious surface can cause alterations to drainage courses, which could result in increases in flooding. However, as previously discussed and in the Hydrology Report, with implementation of proposed storm drain facilities on site, the proposed project would mimic the existing drainage patterns with regard to the overall area and discharge points and would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cfs. As such, the proposed project not alter the existing drainage pattern of the site or area such that flooding on- or off-site would occur. Impacts would be less than significant.

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

Less-Than-Significant Impact. As previously discussed in response (c)(i) and (ii), the proposed project would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cfs. According to the Hydrology Report (Appendix G), with implementation of the proposed project, stormwater runoff on site would drain into the proposed underground detention vaults, which would then treat runoff from the site and release it at a controlled rate for hydromodification and pollutant control, to reduce the proposed 100-year flows to existing 100-year flow levels. Treated stormwater would then be conveyed via an 18-inch storm drain pipe and discharged at the two existing on-site catch basins, the first located in the southeast corner of the project site and the second located at the northeast corner of the project site. Both catch basins confluence into the existing concrete channel located south of the North County Transit District Sprinter rail line right-of-way. The Hydrology Report shows that, with the proposed storm drain facilities, which include the underground detention vaults, the proposed project would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cfs. As such, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

(iv) Impede or redirect flood flows?

Less-Than-Significant Impact. As previously discussed in response (c)(i), (ii), and (iii), although the proposed project would result in an increase of impervious area footprint of the site by approximately 61%, with the proposed storm drain facilities, the proposed project would mimic the existing drainage patterns with regard to the overall area and discharge. Further, the proposed project would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cfs. As such, the proposed project would not impede of redirect flood flows. Impacts would be less than significant.

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

Less-Than-Significant Impact. The proposed project is located approximately 537 feet to the north of the Loma Alta Creek. According to the Federal Emergency Management Agency (FEMA) the project site is located adjacent to a 100-year floodplain, located along the southern portion of the project boundary. However, no grading or development is proposed within the 100-year floodplain area. Further, according to the Draft Dam Failure Map developed for County of San Diego Hazard Mitigation Planning, the proposed project would not be located in proximity to a Dam Inundation Area (County of San Diego 2009). Further, the project site is located approximately 0.43 miles east of the Pacific Ocean and is not located within a tsunami evacuation area (City of Oceanside 2019c). Lastly, the project site is not located near a large standing body of water. The closest body of water is Buena Vista Lagoon, located approximately 1.2 miles south of the site. Thus, inundation by seiche (or standing wave) is considered negligible. As such, because the proposed project is not located in a flood hazard, tsunami, or seiche zone, impacts would be less than significant.

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

Less-Than-Significant Impact. The proposed project is located within the Carlsbad Management Area Water Quality Improvement Plan (WQIP) area, which was prepared in June 2016 for the Carlsbad Watershed Management Area Responsible Agencies, which include the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista, and the County of San Diego. The purpose of the Carlsbad WQIP is to guide the Responsible Agencies' Jurisdictional Runoff Management Programs towards achieving improved water quality in MS4 discharges (or stormwater discharges), and receiving water bodies. Responsible agencies' Jurisdictional Runoff Management Programs contain the strategies, standards and protocols by which each RA will implement their individual program in response to the priorities and goals established in the WQIP (Carlsbad Watershed Management Area Responsible Agencies 2016).

More specifically, the project site lies within the Loma Alta Hydrologic area, which includes 6,300 acres of the northernmost portion of the Carlsbad Management Area WQIP. As discussed in Section I.V, no wetlands were observed at the project site during the biological resources site visit (Appendix B). As such, the proposed project would not conflict with or obstruct implementation of the Carlsbad Management Area Water WQIP or any other water quality plan. Further, the site is not located within a groundwater basin (City of Oceanside Water Utilities Department 2019) and thus not located within a sustainable groundwater management plan area. Impacts would be less than significant.

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

a) Physically divide an established community?

No Impact. The proposed project would introduce 34 residential units on a 2.66-acre site. The project site is surrounded by development on all sides, including single- and multifamily residential to the north, east, and southeast, and some commercial uses to the west. The project site is currently vacant and no access is provided. With implementation of the proposed project, primary access to the site, which would allow access to all residential units, would be provided via the main driveway at the southeast corner of Ditmar Street and Godfrey Street (Figure 3, Site Plan). One gated access point, to be used for emergency service and solid waste vehicles would be provided via Oceanside Boulevard. An additional access point, to be used for emergency access only, would be provided via Nevada Avenue. As such, the proposed project would provide access throughout the site, which would further connect the project site's surroundings. As such, on-site improvements would not impede access to any portion of the existing community. Thus, the proposed project would not physically divide an established community. No impact would occur.

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

Less-Than-Significant Impact. The project site is designated as Coastal Residential High Density (C-RH) in the City's General Plan (City of Oceanside 2002). The C-RH designation establishes a base density of 29 DUs/acre and a maximum density of 43 DUs/acre. The project site is 2.66 acres; however, 0.45 acres of the site located along the southern boundary, adjacent to the North County Transit District Sprinter rail line, is classified as Undevelopable Lands per the City's General Plan, due to existing slopes in excess of 40%, with a minimum elevation differential of 25 feet. As such, this area would remain undeveloped and was excluded from density calculations. Given the proposed 34 units on the 2.21 net developable acres, the proposed project would have a density of 15.38 DUs/acre, which is below the base density of the designated site by over 50%. Policy C of the City's General Plan states that residential projects with densities below the designated base density shall be considered consistent with the land use designation of the General Plan. As such, the proposed project would be consistent with the General Plan land use designation of the site.

Further, the project site is zoned Medium Density Residential (R-3). The proposed project has been designed to be consistent with the development requirements outlined in the City's Coastal Zoning Ordinance. For instance, the proposed project would not exceed three stories in height or 35 feet, and would incorporate appropriate front, side, corner side, and rear setbacks per the Zoning Ordinance. Due to limited available area for landscaping at the project site near Ditmar Street, a variance would be required for the proposed project. This is because the frontage of the project site at Ditmar Street is the same width as the required fire land and entry drive, and thus, the minimum 60% landscape area within the setback cannot be met at this location. The proposed project would be required to obtain a conditional use permit, required per Coastal Zone Ordinance for any development of 20 residential units or more. A maximum of 96 units may be considered on this site based on the overall density allowance of 43 DUs/acre, per the Coastal Zone Ordinance. The proposed project would incorporate 34 residential units on site, which is well below the allowable density.

Therefore, with incorporating of the proposed variance for landscape area within the Ditmar setback and conditional use permit, the proposed project would be consistent with the General Plan land use designation and zoning of the site. Thus, the proposed project would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The California Department of Conservation has classified the project site and surrounding area as MRZ-3, defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data (DOC 1996). The proposed project site has never been previously used as a mineral resource site. Thus, the proposed project would not result in the loss of availability of a known mineral resource. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not within one of two major areas of mineral deposits within the City (City of Oceanside 2002). Thus, the proposed project would not result in the loss of availability of a locally important mineral resource. No impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.13 NOISE. Would the project:				
a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Expose people residing or working in the project area to excessive noise levels (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 2 miles of a public airport or public use airport)?	☐	☐	☒	☐

a) Would the project result in 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?

Potentially Significant Unless Mitigated. The City's General Plan Noise Element (City of Oceanside 2002) establishes noise standards for various land uses. The Noise Element sets 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level. A Noise Technical Report was prepared for the proposed project by Dudek in May 2019 and included as Appendix H of this document. As part of the Noise Technical Report, noise measurements were conducted on and near the project site on February 19, 2019, to characterize the existing noise levels. Table 14.13-1 provides the location, date, and time the noise measurements were taken. These locations are also depicted on Figure 6, Noise Measurement Locations.

Table 14.13-1
Measured Noise Levels

Receptor	Location/Address	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	East of 1221 South Nevada St. Oceanside, California 92054	02.02.19	10:12–10:22 a.m.	56.5	63.3
ST2	West of 1226 South Ditmar St. Oceanside, California 92054	02.02.19	09:58–10:08 a.m.	56.3	71.4
ST3	East of 909 Oceanside Blvd. Oceanside, California 92054	02.02.19	10:25–10:35 a.m.	65.8	75.2
ST4	Southwestern Parking Lot of Cavalier Mobile Estates Oceanside, California 92054	02.02.19	10:38–10:48 a.m.	55.3	80.3

Source: Appendix H.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels.

Short-Term Construction

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor.

Equipment that would be in use during construction would include, in part, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, cement mixers, pavers, rollers, and air compressors. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 14.13-2. Note that the equipment noise levels presented in Table 14.13-2 are maximum noise levels. Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 14.13-2
Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
Air compressor	78
Backhoe	78
Concrete pump truck	81
Crane	81
Dump Truck	76
Dozer	82
Generator	72
Front End Loader	79
Paver	77
Pneumatic tools	85
Water pump	77

Source: Appendix H.
Notes: dBA = A-weighted decibels.

The maximum noise levels at 50 feet for typical construction equipment would be 85 dBA for the equipment typically used for this type of development project, although the hourly noise levels would vary. Construction noise in a well-defined area typically attenuates at approximately 6 decibels (dB) per doubling of distance. Proposed project construction would take place both near and far from adjacent, existing noise-sensitive uses. For example, construction near the northern project boundary would take place within approximately 10 feet of existing residences, but during construction of other project components, construction would be approximately 90 feet away from noise-sensitive receptors. Most construction activities associated with the proposed project would occur at distances of approximately 90 feet or more from existing noise-sensitive uses, which represents activities both near and far from any one receiver, as is typical for construction projects.

An Excel-based noise prediction model emulating and using reference data from the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. (Although the RCNM was funded and promulgated by the FHWA, it is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction.) Input variables for the predictive modeling consist of the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity and thus make noise at a level comparable to what is presented in Table 14.13-2), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from

an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Estimated noise levels from the major construction phases were calculated for the nearest noise-sensitive land use as presented in Table 14.13-3. The detailed input and output values are provided in Appendix H.

Table 14.13-3
Construction Noise Modeling Summary Results

Construction Phase (expected equipment types)	Estimated 8-hour L_{eq} (dBA)	
	*Nearest Receiver 10 feet**	*Acoustical Center 90 feet***
Site Preparation (backhoe, grader, scraper)	85	77
Grading (backhoe, grader, scraper, front-end loader, dozer)	89	78
Building Construction (crane, man-lift, generator, backhoe, welder)	82	73
Paving (concrete mixer truck, backhoe, air compressor, paver, roller)	82	78
Architectural Coating (air compressor)	82	58

Source: Appendix H.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibel.
* loudest piece of equipment from list for the indicated Phase could be this close for up to a cumulative duration of 2 hours per day.
** all equipment for the indicated Phase at this average distance to the noise-sensitive receptor for a cumulative duration of 8 hours per day.

As presented in Table 14.13-3, the estimated construction noise levels are predicted to be as high as 89 dBA equivalent continuous sound level (L_{eq}) over an 8-hour period at the nearest existing residences (as close as 10 feet away) when grading activities take place near the north project boundary. Note that these estimated noise levels at a source-to-receiver distance of 10 feet would only occur when the single noted piece of heavy equipment is operating along the northern project boundary for a cumulative period of up to two hours a day. By way of example, the grader would make multiple passes on site that are this close to the receiver; but, for the remaining time during the day, the grader is sufficiently farther away—performing work at a more distant location or simply not operating. For these instances when operation of construction equipment and processes are sufficiently proximate to cause activity noise levels to exceed 80 dBA L_{eq}, which the Federal Transit Administration (FTA) recommends as a daytime threshold for construction noise exposure over an 8-hour period at a residential receptor, mitigation measure MM-NOI-1 shall be implemented as indicated site conditions may warrant. Proper application of temporary noise barriers or comparable sound abatement that may arise as a result of MM-NOI-1 implementation has the ability to realize a 10 dB reduction in noise levels that would correspondingly reduce the predicted 89 dBA eight-hour L_{eq} for the grading phase to a level of 79 dBA L_{eq} and thus compliant with the 80 dBA threshold.

On an average construction workday, however, heavy equipment will be operating sporadically across the project site and thus tend to be located away from the northern edge of the site. For this proposed project, and in a manner resembling the general assessment technique for estimating construction noise per FTA guidance, the average source-to-receptor distance is approximately 90 feet with on-site equipment positions (on average) represented by an “acoustical center” location. At this distance, and conservatively assuming all listed equipment per indicated phase is operating each of the eight hours during a daytime work-shift, the right-most column of Table 14.13-3 shows that predicted construction noise levels are estimated to range from approximately 58 dBA L_{eq} to 78 dBA L_{eq} at the nearest existing residence. The upper end of this range is less than the afore-stated FTA’s 80 dBA 8-hour L_{eq} guidance-based threshold; therefore, under most conditions construction noise is expected to be a less than significant impact.

Although nearby off-site residences would be exposed to elevated construction noise levels, the increased noise levels would typically be relatively short term. It is anticipated that construction activities associated with the proposed project would take place primarily within the allowable hours of the City

(7:00 a.m. and 6:00 p.m. Monday through Friday). In the event that construction is required to extend beyond these times, extended hours permits would be required and would be obtained by the applicant. If work were to occur outside of the allowable hours, annoyance or sleep disturbance could result from construction noise; also, due to the relatively limited distance to existing adjacent residences, construction noise annoyance could result even during daytime hours.

In summary, typical construction noise during allowable daytime hours would not exceed the aforementioned FTA guidance-based standard and would not be substantially higher than existing ambient daytime noise levels (as shown in Table 14.13-1). None-the-less, there is potential for noise to exceed the 80 dBA L_{eq} 8-hour FTA threshold at the nearest residential receiver on occasion. Thus, temporary construction-related noise impacts would be considered potentially significant unless mitigated. With implementation of **MM-NOI-1** below, impacts would be reduced to being less than significant.

Mitigation Measures

MM-NOI-1 Prior to the issuance of a Construction Permit, the Applicant/Owner or Construction Contractor shall prepare and submit to the City of Oceanside Planning Division (City Planner) for its review and approval a Construction Noise Management Plan (CNMP). Prior to the issuance of a Construction Permit, Construction Plans shall also include a note indicating compliance with the CNMP is required. The CNMP shall be prepared or reviewed by a Qualified Acoustician (retained at the Applicant/Owner or Construction Contractor's expense) and feature the following:

a. A detailed construction schedule, at daily (or weekly, if activities during each day of the week are typical) resolution and correlating to areas or zones of on-site project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual operation per day for each type of equipment per phase; and, indication of anticipated concurrent construction activities onsite.
b. Suggested locations of a set of noise level monitors, attended by a Qualified Acoustician or another party under its supervision or direction, at which sample outdoor ambient noise levels will be measured and collected over a sufficient sample period and subsequently analyzed (i.e., compared with applicable time-dependent dBA thresholds) to ascertain compliance with the 8-hour FTA guidance-based limit of 80 dBA L_{eq} over a consecutive 8-hour period. Sampling shall be performed, at a minimum, on the first (or otherwise considered typical construction operations) day of each distinct construction phase (e.g., each of the five listed phases in Table 14.13-3).
c. If sample collected noise level data indicates that the 8-hour noise threshold has or will be exceeded, construction work shall be suspended (for the activity or phase of concern) and the Applicant/Owner or Construction Contractor shall implement one or more of the following measures as detailed or specified in the CNMP:
    i. Administrative controls (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances.
    ii. Engineering controls (upgrade noise controls, such as install better engine exhaust mufflers).
    iii. Install noise abatement on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary barriers to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern.

    The implemented measure(s) will be reviewed or otherwise inspected and approved by the Qualified Acoustician (or another party under its supervision or direction) prior to resumption of the construction activity or process that caused the measured noise concern or need for noise mitigation. Noise levels shall be re-measured, after

installation of said measures, to ascertain post-mitigation compliance with the noise threshold. As needed, this process shall be repeated and refined until noise level compliance is demonstrated and documented. A report of this implemented mitigation and its documented success will be provided to the City Planner.

d. The Applicant/Owner or Construction Contractor shall make available a telephone hot-line so that concerned neighbors in the community may call to report noise complaints. The CNMP shall include a process to investigate these complaints and, if determined to be valid, detail efforts to provide a timely resolution and response to the complainant—with copy of resolution provided to the City Planner.

Long-Term Operational

Traffic Noise

Less-Than-Significant Impact. The proposed project would result in the creation of additional vehicle trips on local arterial roadways (i.e., Oceanside Boulevard and Coast Highway), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. In particular, the proposed project would create additional traffic along Oceanside Boulevard, which according to the Traffic Impact Assessment prepared for the proposed project (Appendix I) would add 272 average daily trips to the segment of Oceanside Boulevard adjacent to the project site.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5 (FHWA 2008). Information used in the model included the roadway geometry, existing (year 2019), existing plus project, existing plus cumulative without project, and existing plus cumulative plus project traffic volumes and posted traffic speeds. Noise levels were modeled at representative noise-sensitive receivers ST1 through ST4, as shown in Figure 6. ST1, ST2, and ST3 are generally representative of average setback distance for residences along Oceanside Boulevard, and ST4 is generally representative of average setback distance for residences at the mobile home park south of the project boundary.

The City's Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level. However, existing levels from traffic already exceed this threshold. For the purposes of this noise analysis, such impacts are considered significant when they cause an increase of 3 dB from existing noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013). The receivers were modeled to be 5 feet above the local ground elevation. The noise model results are summarized in Table 14.13-4, Off-Site Traffic Noise Modeling.

Table 14.12-4
Traffic Noise Modeling Results

Modeled Receiver No. – Description	Existing (2018) Noise Level (dBA CNEL)	Existing (2018) Plus Project Noise Level (dBA CNEL)	Existing Plus Cumulative *without Project Noise Level* (dBA CNEL)	Existing Plus Cumulative *with Project Noise Level* (dBA CNEL)	Maximum Project-Related *Noise Level Increase* (dB)
ST1	56.9	56.9	57.3	57.4	0.5
ST2	54.8	54.8	55.2	55.3	0.5
ST3	67.1	67.1	67.6	67.6	0.5
ST4	51.8	51.8	52.3	52.3	0.5

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

Table 14.13-4 shows that at all four listed representative receivers, the addition of project traffic to the roadway network would result in an increase in the CNEL of less than 1 dB, which is below the discernible level of change for the average healthy human ear. Thus, a less-than-significant impact is expected for project-related off-site traffic noise increases affecting existing residences in the vicinity.

Rail Noise

A railroad alignment (i.e., tracks) exists immediately south of the project site. Dudek captured noise levels of train events during ambient measurements ST2 and ST4 (Table 14.13-1). The rail traffic consists of a "Sprinter" commuter train that passes approximately every 15 minutes from 4:00 a.m. to 9:30 p.m. Monday through Friday. Table 1 shows that with rail events the average L_{eq} stays below the 65 dBA CNEL threshold for the outdoor areas. There is also a freight service on the line operated by BNSF Railway that runs approximately three times a week. This freight rail event occurs infrequently; therefore, its corresponding acoustical contribution to outdoor ambient community noise level over an entire diurnal period, described with metrics such as CNEL, would be modest and hence result in a less-than-significant impact.

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

Less than Significant. Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. The California Department of Transportation (Caltrans) has collected groundborne vibration information related to construction activities (Caltrans 2013). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.2 inches per second (ips) is considered "annoying." For context, heavier pieces of construction equipment, such as a bulldozer that may be expected on the project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet (DOT 2006).
Groundborne vibration attenuates rapidly—even over short distances. And when groundborne vibration encounters a building foundation, a coupling loss occurs depending on the mass and design. For typical wood-framed houses, like those near the proposed project, this coupling loss is 5 vibration velocity decibels (VdB) according to Federal Transit Administration guidance (FTA 2006). The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. By way of example, for a bulldozer operating on site and as close as the western project boundary (that is 10 feet from the nearest receiving sensitive land use) the estimated vibration velocity level would be 0.19 ips and thus no greater than the annoyance threshold recommended by Caltrans. Therefore, vibration-induced annoyance to occupants of nearby existing homes would be less than significant.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with this proposed project would not yield levels that surpass this risk. Per Caltrans, the recommended peak particle velocity threshold for newer residential structures is 0.5 ips and 0.3 ips for older residential structures—both of which are less stringent that the aforementioned threshold to annoy occupants of such structures; thus vibration damage risk to nearby structures is considered less than significant**.**

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

Less-Than-Significant Impact. There are no private airstrips within the vicinity of the project site. The closest airport to the proposed project site is the Oceanside Municipal Airport, approximately 2.3 miles northeast of the site. According to the Airport Land Use Compatibility Plan Exhibit IV-10, Compatibility Data Map: Noise, the proposed project site is not located within a noise exposure range of 60 to 75 dB CNEL and would therefore not expose people residing or working in the project area to excessive noise levels (San Diego County Regional Airport Authority 2010). Impacts would be less than significant.

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

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

Less-Than-Significant Impact. The proposed project would result in development of 34 residential units on site. As of January 1, 2018, the California Department of Finance estimates the population of the City is 177,362 and the population rate coefficient is 2.89 per dwelling unit (DOF 2018). Using this rate coefficient, the proposed project would introduce approximately 99 people to the project site. However, the proposed project would not indirectly induce a growth in population as no extension of infrastructure is proposed beyond what is required to adequately serve the proposed project. Further, population growth forecasts rely, in part, on individual jurisdiction's planning documents, such as the City's General Plan. As previously discussed, the proposed project would be below the density of the site's General Plan land use designation. Thus, the proposed project would introduce less residents on the site than accounted for in the Genial Plan. Thus, because the direct population growth of approximately 99 residents is lower than the population growth of the site accounted for in the General Plan, this direct growth is not considered substantial, and impacts would be less than significant.

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

No Impact. The proposed project would be located on a vacant site, and would not require removal of existing housing or people; therefore, it would not necessitate construction of replacement housing elsewhere. No impact would occur.

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

Fire protection?

Less-Than-Significant Impact. The City of Oceanside Fire Department (OFD) provides fire protection services to the City and the project site. OFD owns and operates eight fire stations serviced by 115 full-time sworn personnel who service 180,000 residents within approximately 41 square miles (City of Oceanside Fire Department 2019). The closest OFD station to the project site is Fire Station 2, located approximately 0.62 miles south of the project site. Per the City's General Plan Community Facilities Element, OFD aims to provide a 5-minute response time to all developed areas within the City (City of Oceanside 2002). As previously discussed, the proposed project would introduce approximately 99 people to the project site, which would increase demand for fire protection services. However, this increase would be minimal and not result in a substantial increased demand on fire protection services that would require new or physically altered fire protection facilities. Further, the project's proposed density is 15.38 DUs/acre, substantially below the base density of the designated range by approximately 50%. As such, the proposed project would result in a decreased demand on fire protection services compared to planned development on site assumed in the City's General Plan.

Further, Chapters 32B and 32C of the City's Municipal Code require that all new developments pay a fee apportioned to the City's public facilities, including fire protection. The proposed project would be required to pay such fees that would provide funds to OFD for expanding facilities to better serve the project area (City of Oceanside 2018). With adherence to the Municipal Code design standards and payment of the impact fees, the proposed project would have less-than-significant impacts to fire protection.

Police protection?

Less-Than-Significant Impact. The Oceanside Police Department provides police protection services to the project site. The Oceanside Police Department has 228 sworn personnel and 84 professional staff members, and handles approximately 110,000 calls for service per year (City of Oceanside 2019d). Oceanside Police Department headquarters is located at 3855 Mission Avenue, approximately 3.5 miles northeast of the project site.

The proposed project involves development of 34 residential units, which would result in an increased demand for police protection services. However, the proposed project would add approximately 99 people to the project site, resulting in a minimal increase in demand for police services. Further, the project's proposed density is 15.38 DUs/acre, substantially below the base density of the designated range by approximately 50%. As such, the proposed project would result in a decreased demand on fire protection services compared to planned development on site assumed in the City's General Plan. Thus, the proposed project would not result in a substantial increased demand on fire protection services that would require new or physically altered fire protection facilities. Further, as previously discussed, Chapters 32B and 32C of the City's Municipal Code require that all new development pay a fee apportioned to the City's public facilities. The proposed project would be required to pay such fees that would provide funds to the Oceanside Police Department for potentially expanding facilities to better serve the area. With adherence to the Municipal Code and payment of the impact fees, the proposed project would have less-than-significant impacts to police protection.

Schools?

Less-Than-Significant Impact. The proposed project would directly increase the population through development of residential dwelling units in the City. Therefore, the proposed project would result in an increased demand for school facilities. OUSD plans for new students by using student yield factors based on land use types. Table 4.12-2 outlines the potential student yield of the proposed project. As shown in Table 4.15-1, the proposed project would be expected to yield 9 elementary school students, 2 middle school students, and 5 high school students, for a total of 15 students.

Table 14.15-1
Potential Student Yield for the Proposed Project

Proposed Units	Student Yield Factor			Students Yielded by Proposed Project		
	Elementary School	*Middle School*	*High School*	*Elementary School*	*Middle School*	*High School*
34	0.239	0.060	0.129	9	2	5

Source: City of Oceanside 2015.

OUSD has three comprehensive high schools, four middle schools, sixteen elementary schools, and one alternative high school, serving approximately 18,000 students (OUSD 2018a). The proposed project is within the school boundaries of Oceanside High School, Lincoln Middle School, and South Oceanside Elementary School (OUSD 2018b). The projection of approximately 24 students from the new development is minimal and would not result in substantial adverse impacts on existing school facilities. Students generated by the proposed project would be subject to OUSD's Open Enrollment School of Choice, which accepts students on a space available basis. Of the 23 total schools within the OUSD, it is determined that minimal number of students generated by the proposed project would be adequately served and impacts would be less than significant.

Parks?

Less-Than-Significant Impact. The proposed project would establish new residential development, directly increasing the population of the City, and therefore would create an increase in the demand for dedicated park land. Chapters 32B and 32D of the City Municipal Code provide guidelines consistent with the General Plan that require applicants of any new residential development to dedicate land as public park space and/or pay a fee to ensure that the service ratios of park space remain adequate based on the adopted standard of five acres per 1,000 residents.

The Project proposes the construction of 34 homes on-site, which would result in an increase to the City's population by an estimated 99 persons equivalent to a need for 0.5 acre of park land. Chapter 32D of the City of Oceanside Municipal Code has provisions for this to be met by either dedication of land, payment of fees, or a combination of both.

The project incorporates on-site private recreational amenities, but does not propose to dedicate public parkland. The project site is not located in an area designated by the Master Plan for Parks and Recreation (City of Oceanside 1996) for public park acquisition, and based on the property location and size, the City through its review process has not indicated that dedication is desirable. Based on the requirements of Chapter 32D of the City's Municipal Code, a park impact fee will be paid. The park fees established by the City have been based upon the projected costs of meeting the park and recreation needs of projected future residents, as determined in the community facilities element of the general plan and the parks and recreation master plan. Mandatory compliance with Municipal Code Chapter 32D would ensure that the Project pays an in-lieu park impact fee, thus the project's impacts to existing parks and recreation facilities would be less than significant.

Other public facilities?

Less-Than-Significant Impact. Due to the minimal increase of approximately 99 residents with implementation of the proposed project, no significant impacts to other public facilities are anticipated to occur with proposed project implementation. Impacts would be less than significant.

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

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?

Less-Than-Significant Impact. The proposed project involves construction and operation of 34 residential units on a vacant site. Based on the population rate coefficient of 2.89 persons per dwelling unit as established by the California Department of Finance, the proposed project would add an estimated 99 people to the area (DOF 2018). This direct permanent increase to the City's population would result in an increased use of existing nearby parks. Chapters 32B and 32D of the City Municipal Code provide guidelines consistent with the General Plan that require applicants of any new residential development to dedicate land as park space and/or pay a fee to ensure that the service ratios of park space remain adequate. The park fees, which will be paid by the project, were established by the City based upon the projected costs of meeting the park and recreation needs of projected future residents, as determined in the community facilities element of the general plan and the parks and recreation master plan. Mandatory compliance with Municipal Code Chapter 32D would ensure that the Project pays an in-lieu park impact fee, thus the project's impacts to existing parks and recreation facilities would be less than significant.

The City has 56 parks, recreation, and community facilities, including the beach areas. The proposed project would introduce approximately 99 people to the area, who would potentially use the City's parks. This number is not substantial, and the existing number of parks and recreation areas, along with the proposed project's on-site private recreational amenities, would adequately serve additional residents. Impacts would be less than significant.

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?

Less-Than-Significant Impact. The proposed project would include on-site recreational amenities such as a fitness parcourse, comprised of a decomposed granite running and walking track; a picnic and informal activity area, which would include a grill and counter, seating, and two dining tables; and an artificial turf area. Potential impacts associated with the development of these recreational features have been considered within the larger development footprint of this proposed project. Further, as previously described in response (a), the proposed project would not introduce a substantial number of people on site, such that new or expanded recreational facilities would be required. As such, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.17 TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, taking into account all modes of transportation including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

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

Less-Than-Significant Impact. A TIA was prepared for the proposed project by LOS Engineering Inc. in February 2019 and included as Appendix I of this MND. The TIA used the traffic generation rates provided by the San Diego Association of Governments (SANDAG) to calculate trips generated by the proposed project. As stated in the TIA, the proposed project would generate approximately 272 average daily trips, including 21 AM peak hour trips (4 inbound and 17 outbound) and 27 PM peak hour trips (19 inbound and 8 outbound). Further, four study intersections were analyzed based on the 2010 Highway Capacity Manual using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections, street segments, and freeway segments were measured using the Highway Capacity Manual LOS designations, which ranges from A through F, LOS A representing the best operating condition and LOS F representing the worst operating condition. A project is considered to have a significant impact if project traffic is calculated to decrease the operations to worse than LOS D or exceed the allowable increase due to the

addition of project traffic at locations operating under LOS E or F conditions. According to the TIA, under both existing plus project and existing plus cumulative plus project conditions, all study intersections and street segments analyzed are calculated to operate at LOS D or better. The proposed project would be located on a vacant infill site in close proximity to bus and rail transit, and would not conflict with exiting bicycle and pedestrian facilities nearby. As such, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system. Impacts would be less than significant.

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

***Less-Than-Significant Impact*.** Per CEQA Guidelines Section 15064.3 b(1), for land use projects, generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. The proposed project would introduce 34 residential units to an area well served by transit. The proposed project is located approximately 0.18 miles east of the Coast Highway Transit Station, which serves as stop for the Sprinter line, as well as Breeze Bus Routes 101, 302, and 318 (NCTD 2019). The Sprinter line has a frequency of 30 minutes eastbound and westbound (NCTD 2017) while bus routes, such as Route 101, also operate approximately every 30 minutes eastbound and westbound (NCTD 2018), and there is a bus stop within 500 feet of the project site on Oceanside Boulevard. As such, because the proposed project is located within 0.25 miles of a major transit stop, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant.

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

Less-Than-Significant Impact. Primary access to the project site would be provided via a driveway located at the southeast corner of Ditmar Street and Godfrey Street. A gated and controlled access point would be provided from Nevada Street for only emergency service, while one additional gated access point would be provided from Oceanside Boulevard, to be utilized for emergency service and solid waste vehicles. The proposed project's circulation plan was designed to limit resident and guest access to the entry off Ditmar Street because Ditmar Street has a signalized intersection with Oceanside Boulevard, which avoids adding additional trips at the unsignalized intersection at Nevada and Oceanside Boulevard. Street improvements proposed under the project include frontage improvements at the Ditmar Street/Godfrey Street intersection, the Nevada Street cul-de-sac and Oceanside Boulevard, with minor off-site improvements within existing rights-of-way for transition to existing street improvements. Thus, the proposed project would provide for the safe movement of vehicles and would not include any hazardous design features or proposed any incompatible usesand impacts would be less than significant.

d) Result in inadequate emergency access?

Less-Than-Significant Impact. Adequate emergency access would be provided during both short-term construction and long-term operation of the proposed project. Construction of the proposed project would not involve any street or driveway closures that could impede emergency access. Primary access to the project site would be provided via a driveway located at the southeast corner of Ditmar Street and Godfrey Street (Figure 3, Site Plan). A gated and controlled access point would be provided from Nevada Street for only emergency service, while one additional gated access point would be provided from Oceanside Boulevard, to be utilized for emergency service and solid waste vehicles. The City's Public Safety Element of the General Plan lists I-5 and Hill Street [Coast Highway] as the nearest primary evacuation routes for the area (City of Oceanside 2002). The City has an adopted Emergency Plan (City of Oceanside 2009) that outlines how local jurisdictions would implement a comprehensive emergency management system in response to a disaster. In an emergency, emergency service vehicles could gain access to the site via the proposed gates access points to be used for emergency services from Nevada Street and Oceanside Boulevard as well as the main entry at Ditmar. The proposed project would be located within a vacant site

and not invoke a change to the existing emergency plan or any evacuation routes outlined in the City's General Plan. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.18 TRIBAL CULTURAL RESOURCES. Would the project:				
a. 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:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

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

b)

(i) 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)?

Less-Than-Significant Impact. The City has contacted tribes that have requested notice pursuant to Assembly Bill 52. To date, the San Luis Rey Band of Mission Indians, The Jamul Indian Village of California, Agua Caliente Band of Cahuilla Indians, and Rincon Band of Luiseño Indians have responded. The Jamul Indian Village of California have indicated they defer to the Iipay Nation of Santa Ysabel for this project. The San Luis Rey Band of Mission Indians and Rincon Band of Luiseño Indians have requested consultation. The Rincon Band has specifically indicated the presence of one Luiseño Traditional Cultural Place (TCP), 'engxalash, within a one mile radius of the project site. No significant tribal cultural resources have been identified on the site at this time. Consultation is currently ongoing.

As previously discussed in Response 14.5(a), the Cultural Resources Survey prepared for the proposed project (Appendix C1) identified 14 archaeological sites that have been recorded within a 1-mile radius of the project area (Appendix C1). One of these resources, (CA-SDI-12600) is located within the project site and consists of lithic and shell scatter. As previously discussed, this resource is not considered significant under CEQA and is not eligible for listing in the state or local registrar. The remaining 13 resources in the records search radius are located off-site, and the proposed project is not expected to result in impacts to these resources.

Based on the cultural resources known to occur in the vicinity, the potential for a significant historical tribal cultural resources to be encountered during grading is considered minimal. Refer to Response 14.5(a). In addition, no significant impacts to the TCP located within a mile from the site has been identified at this time. The project would have a less than significant impact to historical tribal cultural resources.

(ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Unless Mitigated. Refer to the above responses 14.5 (b) and 14.18(a). No known significant tribal cultural resources have been identified within the project impact area. Nonetheless, there is potential for tribal cultural resources (as defined Public Resources Codes Sections 21074 and 5024.1) to be encountered during grading considering the cultural resources known to occur in the vicinity. This impact would be potentially significant, absent mitigation. With implementation of MM-CUL-1 through MM-CUL-3, impacts would be reduced to less than significant. No significant impacts to the TCP located within a mile from the site has been identified at this time.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.19 UTILITIES AND SERVICE SYSTEMS. Would the project:				
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 of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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 of which could cause significant environmental effects?

Less-Than-Significant Impact.

Water

The project site is located in an area of Oceanside that is highly developed and adjacent to residential and commercial land uses in all directions. Water service for the proposed project would be provided by the City's Water Utilities Department. A Fire Flow Analysis was performed for the proposed project by Dexter Wilson Engineering Inc. in May 2017 and included as Appendix J of this MND. The Fire Flow Analysis calculated water flow from the originally proposed 90-unit development on site, resulting in a greater projection number than what would actually result with the proposed reduction to 34 units. According to the Fire Flow Analysis, the project area is situated in the west-central portion of Oceanside in an area served by the 320 Pressure Zone. Water supply to the proposed project would come from Fire Mountain Reservoir, a 3 million gallon reservoir providing service to the 320 Pressure Zone, and Wire Mountain Reservoir, which also includes distribution piping that serves the residential area to the north of the proposed project.

Development of the proposed 34 residential units would result in an increase the intensity of uses on the project site, resulting in increased water use. CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Based on the CalEEMod generation rates, water use per day would be approximately 9,895 gallons per day (Appendix A). As discussed in the City's Urban Water Management Plan, adopted in 2016, the City currently has two direct sources of potable water, including a blend of imported and desalinated seawater from the San Diego County Water Authority and local groundwater from Mission Basin of the Lower San Luis Rey River Valley. In 2015, the City supplied a total of 23,717 acre-feet per year to its service area, or 21.71 million gallons a day. As such, the proposed project's anticipated demand of 9,895 gallons a day would be negligible compared to the City's supplies (approximately 0.05%).

Further, the Fire Flow Analysis estimated that even with the originally proposed 90-unit development at the project site, the proposed project would be adequately served by the City's 320 Pressure Zone and no off-site water improvements would be required. Because the proposed project involves development of 34 residential units, a 62% reduction compared to what was analyzed in the Fire Flow Analysis, the proposed project would be adequately served by existing water facilities and relocation or construction of new or expanded water facilities would not be required. Impacts would be less than significant.

Wastewater

The City's Water Utilities Department also provides wastewater treatment services to the project site. The City's wastewater treatment facilities include over 450 miles of pipeline, two WWTPs, 34 sewer lift stations, and an industrial waste inspection program (City of Oceanside 2019f).The two WWTPs in the City are the San Luis Rey WWTP, which collects wastewater from the central and eastern portions of the City, as well as the City of Vista and Rainbow Municipal Water District, and the La Salina WWTP. The La Salina WWTP has historical collected wastewater from the western portion of the City. However, the City is currently in the process of decommissioning the La Salina WWTP (City of Oceanside 2015). As such, it is assumed that the proposed project would be served by the San Luis Rey WWTP. The San Luis Rey WWTP has a peak-month capacity of 15.4 million gallons a day (City of Oceanside 2015).

CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Wastewater use was derived using indoor water use. Based on the CalEEMod generation rates, wastewater generation per day would be approximately 6,069 gallons per day (Appendix A), which accounts for 0.04% of the San Luis Rey WWTP's daily capacity. As such, wastewater generated by the proposed project would be negligible.

Further, a Sewer Study was performed for the proposed project by BHA Inc. in July 2018 and is incorporated into Appendix K of this MND, and analyzed peak flow rates based on the average water demand rates derived from the most recent City of Oceanside Water, Sewer, and Reclaimed Water Design and Construction Manual (updated in December 2010). According to the Sewer Study, an existing sewer system is located at the southern boundary of the project site, within Ditmar Street and Godfrey Street and runs to the intersection of Oceanside Boulevard and South Coast Highway. The existing sewer main consists of an 8-inch vitrified clay pipe and an 8-inch PVC pipe. According to the Sewer Study, the proposed project would account for a 46% increase of the total effluent in the existing sewer mains. However, as stated in the Sewer Study, the existing sewer system would have adequate capacity to serve the proposed project. Thus, the proposed project would be adequately served by existing wastewater facilities and relocation or construction of new or expanded wastewater facilities would not be required. Impacts would be less than significant.

Stormwater Drainage

As previously discussed in Section 14.10 with implementation of the proposed project, 61% of the currently undeveloped 2.66-acre site would be developed with impervious surfaces. Stormwater runoff from the impervious roof and road areas would be intercepted by catch basins in the street, and conveyed via a storm drain system to the proposed underground detention vaults. The proposed detention values would store runoff from the proposed project and release it at a controlled rate for hydromodification, pollutant control, and detention to reduce the proposed 100-year flows to existing 100-year flow levels. As such, with the proposed storm drain facilities, which include the underground detention vaults, the proposed project would result in a net decrease of 100-year peak flow discharged from the project site by approximately 0.32 cfs and, as such, would be adequately served by existing stormwater drainage facilities. Thus, the proposed project the relocation or construction of new or expanded wastewater facilities would not be required. Impacts would be less than significant.

Electric Power

As discussed in Section 14.6, the amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. During operations, the proposed project is estimated to have a total electrical demand of 172,193 kilowatt-hour per year. The residential electricity demand in 2017 was 6,854 million kilowatt-hours for the County of San Diego (County; CEC 2018). The proposed project's buildings would be built in accordance with the current Title 24 standards at the time of construction and California Green Building Standards Code, and would also incorporate solar panels on each building's rooftop. Therefore, due to the limited amount of electricity use compared to the County, and the inherent increase in efficiency of building code regulations, the proposed project would be adequately served by existing electric power facilities, and would not result in the relocation or construction of new or expanded electric power facilities. Impacts would be less than significant.

Natural Gas

As discussed in Section 14.6, natural gas is not anticipated to be required during construction of the proposed project. During operations, natural gas would be directly consumed throughout operation of the proposed project, primarily through building heating. The proposed project is estimated to use 4,890 therms of natural gas per year. By comparison, in 2017, San Diego Gas & Electric supplied 273 million therms of natural gas to residential customers (CEC 2018). Therefore, due to the limited amount of natural gas use compared to the planning area, and the inherent increase in efficiency of building code regulations, the proposed project would be adequately served by existing natural gas facilities and would not result in the relocation or construction of new or expanded natural gas facilities. Impacts would be less than significant.

Telecommunications

Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Cox, Spectrum (formerly Time Warner), and other independent cable companies. However, no specific systems upgrades are proposed with this proposed project, and the location and extent of future facilities is not known at this time. Thus, the proposed project would not result in physical impacts associated with the construction of communications systems. Impacts would be less than significant.

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

Less-Than-Significant Impact. As previously described in response (a), the proposed project would be served by the City 320 Pressure Zone. Based on the CalEEMod generation rates, water use per day would be approximately 9,895 gallons per day (Appendix A), which would account for approximately 0.05% of the City's supplies. According to the City's Urban Water Management Plan, the City has sufficient water supplies available to meet demand in its area during a normal, single-dry, and multiple-dry years (City of Oceanside 2015). Further, the project site would be developed in compliance with the California Green Building Code (which implements water efficiency standards for appliances and fixtures), which would further reduce proposed project water usage. As such, because the proposed project would result in a negligible increase in the City's normal, single-dry year, and multiple-dry year demand, and because the proposed project would be designed with water efficiently standards, the City would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development. Additionally, a reclaimed water line exists within Oceanside Boulevard, adjacent to the site to the north (Appendix J) and the proposed project would utilize this reclaimed water for irrigation. Impacts would be less than significant.

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?*

Less-Than-Significant Impact. See previous response (b). The City Water Utilities Department's Wastewater Division collects, treats, and disposes of all of the City's sewage at the San Luis Rey WWTP and the La Salina WWTP (City of Oceanside 2015). However, because the City is currently in the process of decommissioning the La Salina WWTP, it is assumed that the proposed project would be served by the San Luis Rey WWTP. The proposed project would result in the generation of approximately 6,069 gallons of wastewater per day (Appendix A), which results in approximately 0.04% of the San Luis Rey WWTP's daily capacity. As such, wastewater generated by the proposed project would be negligible. The proposed project would not result in a substantial increase in sewage generation, and no off-site sewer improvements would be needed to provide sewer service to the proposed project (see Appendix K). The minimal increase in sewage generated would not require a determination by the wastewater treatment provider and impacts would be less than significant.

d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less-Than-Significant Impact. The proposed project site would be provided solid waste disposal services by Waste Management, as with the rest of the City. The solid waste collected from the City is disposed of at El Sobrante Landfill located in Corona, California. El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, with an estimated remaining capacity of 145,977,170 tons and a projected closure date of January 1, 2051 (CalRecycle 2019). Construction of the proposed project would involve export of 1,850 cubic yards of soil. The proposed project would be required to recycle and/or salvage 65% of nonhazardous construction and demolition waste in accordance with California's Building Code (California Building Standards Commission 2016).

During operations, the proposed project's estimated solid waste generation was calculated using CalEEMod. It was estimated that the proposed project would generate approximately 15.64 tons of solid

waste per year, or 0.043 tons of solid waste per day. El Sobrante Landfill has a capacity of 145,977,170 tons per year, and thus has sufficient permitted capacity remaining to serve the proposed project. Additionally, the proposed project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. Therefore, impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. The proposed project would be subject to the City's Zero Waste Plan, which is aligned with California Assembly Bill 341. The goal of both Assembly Bill 341 and the Zero Waste Plan is to divert 75% of waste by 2020 (City of Oceanside 2019g). The proposed project would be required to collaborate with the solid waste providers that service the City, such as Waste Management, Agri Service Inc., and Moody's Recycling Facility, to ensure proper compliance with the Zero Waste Plan. Collaboration with the applicable solid waste service providers would ensure compliance with the Zero Waste Plan and the relevant statutes that the plan addresses. During both construction and operation, the proposed project would comply with the City's Solid Waste and Recycling Code (Chapter 13 of the City's Municipal Code) by separating recyclables from solid waste. The proposed project would also be required to comply with required solid waste and recycling measures as provided in the California Green Building Code (California Building Standards Commission 2016). Therefore, impacts would be less than significant.

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

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

***No Impact*.** As discussed in Section 14.9, the project site is not located within or adjacent to a High Fire Hazard Severity Zone or within a Local Responsibility Area (CalFire 2007, 2009). Therefore, no impacts to wildfire would occur.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?

Refer to response (a).

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

Refer to response (a).

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

Refer to response (a).

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14.21 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the projects incremental effects are considerable when compared to the past, present, and future effects of other projects)?	☐	☒	☐	☐
c. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	☐	☒	☐	☐

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

Potentially Significant Unless Mitigated. The project would result in potentially significant environmental impacts related to biological resources, cultural resources, tribal cultural resources, paleontological resources, water quality, and noise. As discussed further below, these impacts would be reduced to below a level of significance through the implementation of mitigation.

The proposed project is located on a vacant site that is surrounded by development on all sides. As previously discussed in Section 14.4, Biological Resources, potential impacts to biological resources, including impacts to special-status species and nesting birds, would be reduced to a less than significant level through implementation of mitigation measures.

As previously discussed in Section 14.4, potential impacts to biological resources, including impacts to special-status plant species and sensitive vegetation communities, would be reduced to a less than significant level through implementation of mitigation measures MM-BIO-1 and MM-BIO-2. The on-site vegetation communities do not constitute a contiguous plant community and does not provide substantial amounts of habitat for native wildlife species. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop to below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number of a rare or endangered plant or animal, or restrict the range of a rare or endangered plant or animal. All impacts to sensitive vegetation communities as identified in the Multiple Habitat Conservation Plan and City Subarea Plan would be mitigated to below a level of significance.

As discussed in Section 14.5, Cultural Resources, and Section 14.18, Tribal Cultural Resources, the project site does not support any important examples of major periods in California history or prehistory. In the event that sub-surface cultural resources are discovered during grading/construction activities, the resource would be preserved in accordance with specified mitigation measures (MM-CUL-1 through MM-CUL-3). Thus, impacts related to cultural and tribal cultural resources would be mitigated to below a level of significance.

As detailed in Section 14.7(a), Geology and Soils, the proposed grading would potentially intrude into San Onofre Breccia and Santiago Formations that are rated as high paleontological sensitivity geological units. As such, the project would potentially result in significant paleontological resource impacts. The project would mitigate this impact to below a level of significance via MM-PAL-1.

As discussed in Section 14.10(a) Hydrology and Water Quality, a final SWQMP has not been prepared for the project. As such, the project could potentially result in significant operational water quality impacts if proper measures are not implemented. To avoid this impact, MM-WR-1 would be implemented to ensure the water quality improvements would be in adherence with a final SWQMP. Implementation of a City-approved SWQMP would ensure proper operational storm water quality control measures are implemented to reduce potential water quality impacts to below a level of significance.

Per Section 14.13(a), Noise, the proposed construction activities would occur at approximately 10 feet away from residences and could result in occasional exceedance of the 80 dBA L_{eq} FTA construction noise limit. As such, the project would result in potentially significant construction noise impacts. To avoid this potential impact, the project would implement a Construction Noise Management Plan via MM-NOI-1. The implementation of this plan would reduce project construction noise impacts to below a level of significance.

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

Potentially Significant Unless Mitigated. The proposed project would incrementally contribute to cumulative impacts in combination with other projects occurring within the City. Cumulative impacts would be potentially significant unless mitigated. However, all reasonably foreseeable future

development in the City would be subject to the same land use and environmental regulations that are described throughout this document. Furthermore, all development projects are guided by the policies identified in the City's General Plan and by the regulations established in the Municipal Code. Therefore, compliance with applicable land use and environmental regulations and mitigation measures outlined throughout this MND would ensure that environmental effects associated with the proposed project do not combine with effects from reasonably foreseeable future development in Oceanside to cause cumulatively considerable significant impacts.

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

Potentially Significant Unless Mitigated. The proposed project has the potential to cause adverse effects on human beings, and such impacts would be potentially significant unless mitigated. However, based on the analysis contained herein and summarized in response (a) above, all potential impacts related to the proposed project that would cause adverse effects on human beings, including cultural resources, tribal cultural resources, hydrology and water quality, and noise, would be mitigated to a level below significance. Therefore, substantial adverse impacts on human beings, either directly or indirectly, would not occur as a result of the proposed project.

15. PREPARATION. The initial study for the subject project was prepared by:

Brian P. Grover, AICP, Environmental Project Manager, Dudek

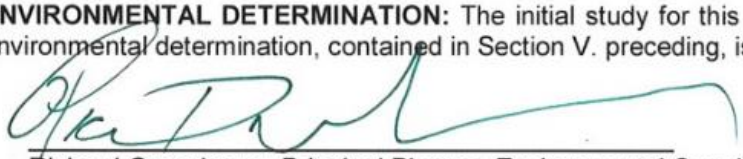
16. DETERMINATION. (To be completed by lead agency) Based on this initial evaluation:

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

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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



Richard Greenbauer, Principal Planner, Environmental Coordinator

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

Howard A Jacobs

Signature of project applicant or authorized representative

Howard A Jacobs, as President of GK Asset Management, LLC the General Partner of Oceanside-Nevada, LP

Print name of project applicant or authorized representative

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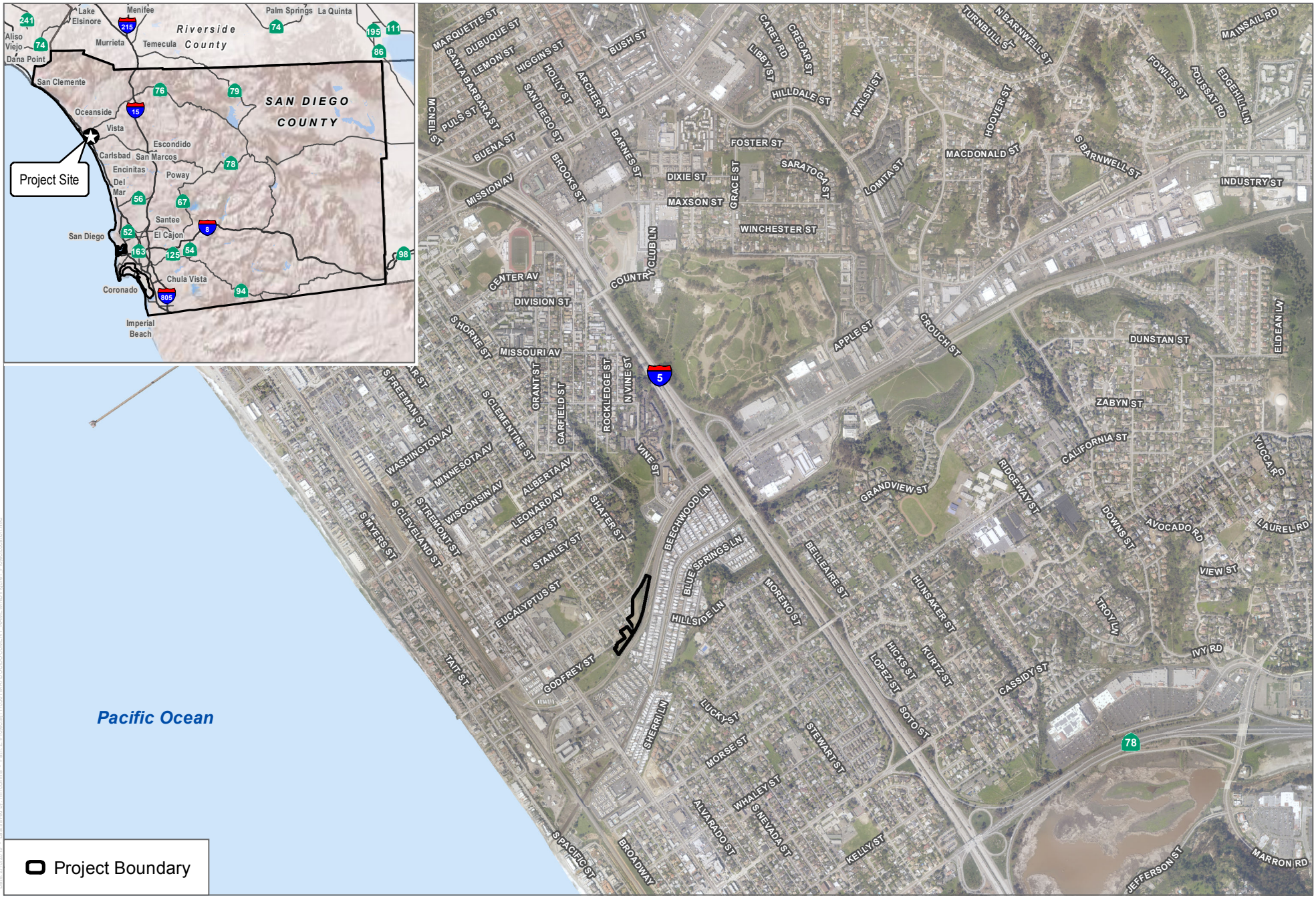

SOURCE: SANGIS 2017

DUDEK

FIGURE 1

Project Location

Breeze Townhomes MND

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SOURCE: SANGIS 2017

DUDEK

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FIGURE 2

Surrounding Land Uses

Breeze Townhomes MND

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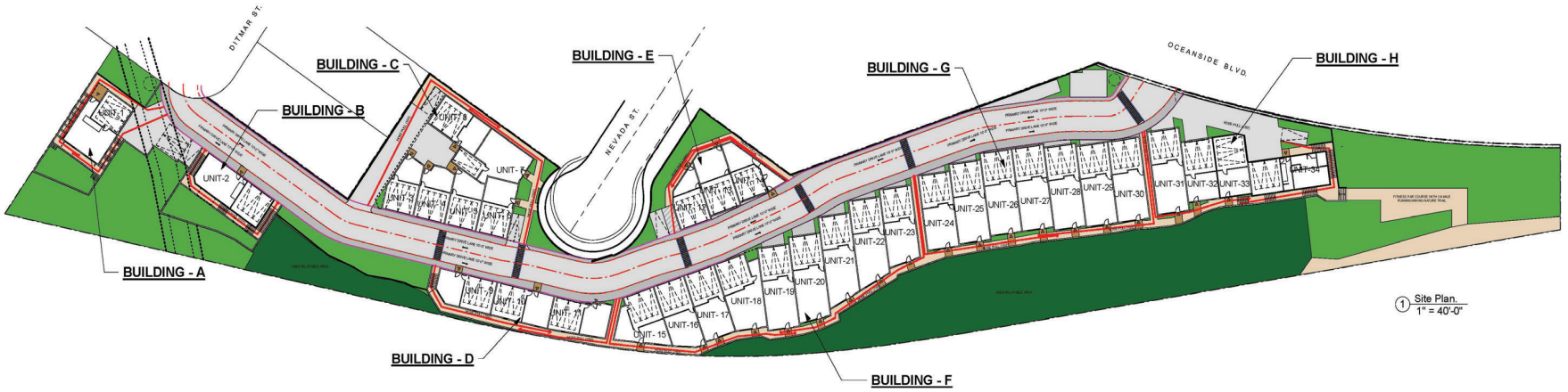

AREA LEGEND	
UNIT NO.	TOTAL (SQ-FT)
UNIT - 1	2710
UNIT - 2	3221
UNIT - 3	1810
UNIT - 4	1980
UNIT - 5	1884
UNIT - 6	1939
UNIT - 7	1693
UNIT - 8	2031
UNIT - 9	2016
UNIT - 10	2120
UNIT - 11	2060
UNIT - 12	1526
UNIT - 13	2170
UNIT - 14	2094
UNIT - 15	2476
UNIT - 16	2398
UNIT - 17	1531
UNIT - 18	1983
UNIT - 19	1853
UNIT - 20	1882
UNIT - 21	1907
UNIT - 22	1953
UNIT - 23	1678
UNIT - 24	1671
UNIT - 25	1747
UNIT - 26	1833
UNIT - 27	1833
UNIT - 28	1833
UNIT - 29	1782
UNIT - 30	1782
UNIT - 31	1852
UNIT - 32	2094
UNIT - 33	2087
UNIT - 34	3029
TOTAL	69,218

SITE DEVELOPMENT SUMMARY				
		AREA (SQ FT)	REQUIRED	PROVIDED
TOTAL PARCEL AREA		116,505	-	116,505
UNDEVELOPABLE AREA		20,013	-	20,013
NET DEVELOPABLE AREA		96,429	-	96,429
LOT COVERAGE		37,649	MAX.60%(69,903 SF)	32.3%(37,649 SF)
LANDSCAPE AREA		51,006	MIN. 15%(17,476 SF)	43.7%(51,006 SF)
COMMON AMENITY AREA		8,334	5,100 SF	8,334 SF
FRONT YARD LANDSCAPE AREA				
	OCEANSIDE BLVD.	3,368	MIN. 60%(2,021 SF)	60.09%(2,024 SF)
	DITMAR STREET	3,648	MIN. 60%(2,189 SF)	60.8%(2,221 SF)
	NEVADA STREET	711	MIN. 60%(427 SF)	11.2%(80 SF)

UNIT AND PARKING SUMMARY	
UNITS	34 = (18) 3 STORY (16) 2 STORY
PARKING STALLS	2 PER UNIT = 68 10 GUEST SPACES = 0.294 PER UNIT TOTAL = 78 SPACES
NUMBER OF STORIES	2 AND 3
HEIGHT	MAX. 35 FT
DENSITY	15.38 UNITS PER DEVELOPABLE ACRE

LEGEND

150' FIRE HOSE ACCESS AROUND BUILDING

SOLID WASTE LEGEND	
TRASH	
RECYCLE	
ORGANIC	

NOTE: ALL OUTDOOR LIGHTING SHALL MEET CHAPTER 39 OF THE CITY CODE (LIGHT POLLUTION ORDINANCE) AND SHALL BE SHIELDED APPROPRIATELY. OUTDOOR LIGHTING SHALL BE LOW EMISSION, SHIELDED AND DIRECTED AWAY FROM ALL PROPERTY LINES. A LIGHTING PLAN DETAILING FIXTURE TYPE, LUMEN TYPE (E.G. LED) AND MAXIMUM WATTAGE SHALL BE PROVIDED TO VERIFY COMPLIANCE AS PART OF THE BUILDING PERMIT PLAN SET.

SOURCE: Lightfoot Planning Group 2018

DUDEK

FIGURE 3

Site Plan

Breeze Townhomes MND

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Photo 1: Conceptual vew from Oceanside Boulevard

FIGURE 4

Conceptual View from Oceanside Boulevard

Breeze Townhomes MND

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Photo 1: View from North County Transit District Sprinter Rail Line looking North towards the East portion of the project

Photo 2: View from North County Transit District Sprinter Rail Line looking North towards the center portion of project

FIGURE 5

Conceptual View from North County Transit District Sprinter Rail Line

Breeze Townhomes MND

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SOURCE: SANGIS 2017

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0 200 400 Feet

FIGURE 6

Noise Measurement Locations

Breeze Townhomes MND

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