FINAL

Final Environmental Impact Report
D22-00001

Eddie Jones Warehouse, Manufacturing and Distribution Facility Project

NOVEMBER 2024

STATE CLEARINGHOUSE NO. 2022070365

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AERMOD	American Meteorological Society/EPA Regulatory Model
Alquist–Priolo Act	Alquist–Priolo Earthquake Faulting Zones Act of 1972
ALUC	Airport Land Use Commission
APE	area of potential effect
Basin Plan	Water Quality Control Plan for the San Diego Basin
bgs	below ground surface
BMP	best management practice
Btu	British thermal units
CAA	Clean Air Act
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEA	Clean Energy Alliance
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
City	City of Oceanside
CIWM	California Integrated Waste Management
CLRRA	California Land Reuse and Revitalization Act
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CNRA	California Natural Resources Agency
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CWA	federal Clean Water Act
dB	decibel
dBA	A-weighted decibels
DER	Distributed Energy Resources (may come out if not quoted material)

Acronym/Abbreviation	Definition
DTSC	Department of Toxic Substances Control
ECAE	Energy Climate Action Element
EIR	environmental impact report
EISA	Energy Independence and Security Act
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FR	Federal Register
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
GWh	gigawatt-hours
GWP	global warming potential
HAP	hazardous air pollutant
HRA	health risk assessment
HSC	California Health and Safety Code
HUC	Hydrologic Unit Code
HVAC	heating, ventilation, and air conditioning
IBC	International Building Code
ICT	may be taken out if not quoted material
IEPR	California's Integrated Energy Policy Report
IL	Limited Industrial
IPCC	Intergovernmental Panel on Climate Change
ISTEA	Intermodal Surface Transportation Efficiency Act
kWh	kilowatt-hours
LI	Light Industrial
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MHCP	Multiple Habitat Conservation Program
MLD	Most Likely Descendant
MM	mitigation measure
MMT	million metric tons
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NAVD 88	North American Vertical Datum of 1988
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NO_x	oxides of nitrogen

Acronym/Abbreviation	Definition
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
Oceanside Subarea Plan	Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan
OFD	Oceanside Fire Department
OMALUCP	Oceanside Municipal Airport Land Use Compatibility Plan
OUSD	Oceanside Unified School District
OZO	Oceanside Zoning Ordinance
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
POC	point of compliance
Police Department	Oceanside Police Department
PPV	peak particle velocity
PRC	California Public Resources Code
PV	photovoltaic
Qya	Quaternary young alluvial
RAO	remedial action objective
RAQS	Regional Air Quality Strategy
RCNM	Federal Highway Administration Roadway Construction Noise Model
Regional Plan	San Diego Association of Governments' San Diego Forward: The Regional Plan
RFS	Renewable Fuel Standard
RPS	California Renewables Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE-1	Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric Company
SGMA	California Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLRWRF	San Luis Rey Wastewater Reclamation Facility
SPL	sound pressure level
SR-	State Route
SSC	Species of Special Concern
SWPPP	stormwater pollution prevention plan
SWQMP	stormwater quality management plan
SWRCB	State Water Resources Control Board

Acronym/Abbreviation	Definition
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TMDL	total maximum daily load
USFWS	U.S. Fish and Wildlife Service
UWMP	urban water management plan
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	volatile organic compound
Wastewater Division	Oceanside Water Utilities Department Wastewater Division
Water Division	Oceanside Water Utilities Department Water Division
WCPZ	Wildlife Corridor Planning Zone
WQIP	water quality improvement plan

Executive Summary

ES.1 Introduction

This environmental impact report (EIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental impacts associated with implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project).

This EIR is an informational document intended for use by the City, other public agencies, and members of the public in evaluating the potential environmental effects of the project.

CEQA Statute, Section 21002 states that public agencies should not approve projects that would result in significant effects on the environment if there are feasible mitigation measures or alternatives that can mitigate or avoid these effects. This EIR evaluates the environmental impacts associated with the project and discusses the manner in which the project's significant impacts can be reduced or avoided through mitigation measures or feasible alternatives to the project. In accordance with Section 15130 of the CEQA Guidelines, this EIR also includes an examination of the impacts of cumulative development. Cumulative impacts occur when the combined effects of several projects may be significant when considered collectively.

This summary provides a brief synopsis of the project, results of the environmental analysis contained within this environmental document, alternatives to the project that were considered, and major areas of controversy and issues to be resolved by decision makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the project and its environmental impacts.

ES.2 Project Description and Location

ES.2.1 Project Location

The proposed project would be located on an approximately 31.79-acre site at 250 Eddie Jones Way in the City of Oceanside, California. The project site is located within the Airport Neighborhood Planning Area and is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Rey River and recreational trail to the north, and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the State Route 76 corridor. The property is currently unoccupied. A vacant 172,300-square-foot industrial manufacturing facility was previously located on site prior to demolition in 2022. The General Plan designation for the property is Light Industrial (LI), with the associated zoning category of Limited Industrial (IL).

ES.2.2 Project Description

The proposed project consists of redevelopment of the project site with a new 566,905-square-foot warehouse and distribution facility. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area; 158,320 square feet of manufacturing space; and 39,170 square feet of office area, designed as

a single building that could support multitenant occupancies. Separate office areas (with ground level and mezzanine-level space) are planned at all four corners of the facility, with associated warehouse/industrial space, adjacent parking, and access areas to facilitate multiple users. Development of the proposed project would include associated landscaping, stormwater features, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and a vehicle circulation area. Loading bays are proposed on the north and south sides of the building, with a total of 114 truck terminals. Access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles, and heavy truck traffic would be limited to the Benet Road access point.

The City of Oceanside Draft Subarea Plan identifies a 100-foot-wide buffer from the edge of the San Luis Rey River riparian habitat. The project would not encroach into the 100-foot-wide buffer as contemplated by the City of Oceanside Draft Subarea Plan. The San Luis Rey River Trail and embankment, located off the project site, run through the buffer area, forming a hard boundary between the project site and the river habitat areas and riparian edge. The proposed project structures and parking and circulation areas have been designed and located to specifically avoid the biological and planning buffers. The portion of the 100-foot-wide buffer area located on the project site would be replanted with native coastal species. Additionally, the project would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan (OMALUCP).

The project's development plan application addresses the complete redevelopment of the project site with the existing facility and site improvements to be demolished. The proposed warehouse and distribution facility is classified as a Wholesaling, Distribution, and Storage Facility use by the Oceanside Zoning Ordinance (OZO). Wholesaling, distribution, and storage facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district, pursuant to the OZO. Wholesaling, distribution, and storage facilities with more than six heavy trucks on the premises at one time are considered trucking terminals pursuant to the OZO. Trucking terminals also require approval of a Conditional Use Permit to be established in the IL zoning district.

After preparation and release of the public review Draft EIR, in response to public feedback and ongoing communication between the City and applicant regarding community concerns about the number of truck bays proposed, the applicant submitted a modified project design that reduces the number of truck bays on site by half, from 114 to 57. The EIR continues to analyze the initial project proposal, which included 114 truck bays. Thus, the EIR presents a more conservative analysis of the project's impacts. The modified project plans with the reduced count of 57 truck bays will be presented by City staff to the Planning Commission for consideration as the proposed project. The reduction in truck bays does not change the CEQA analysis and all identified potential impacts would remain as determined.

Additionally, as part of this modified project design, the Benet Road entry has also been redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.

ES.2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that "include the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Redevelop an existing industrial land use that is already served by existing utilities, services, and street access, within close proximity to existing transportation infrastructure.
2. Develop an employment-generating project that is consistent with the existing Light Industrial (LI) General Plan land use designation and Limited Industrial (IL) zoning designation for the property.
3. Maximize the allowable use of an existing industrial-zoned site that is compatible with the adjacent light industrial-zoned sites and Oceanside Municipal Airport.
4. Create a project that takes advantage of and enhances existing infrastructure, including the proximity to major regional transportation infrastructure such as State Route 76 and the Oceanside Municipal Airport.
5. Fulfill a demand for industrial and manufacturing uses in the City.
6. Ensure that siting and design of development adjacent to the San Luis Rey River corridor does not encroach upon the natural river habitat and considers floodplain management.
7. Develop the property in a manner that complies with the development, intensity, noise, use, and other restrictions imposed by the Oceanside Municipal Airport Land Use Compatibility Plan.

ES.2.4 Discretionary Actions

Consistent with the City's General Plan and zoning ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a site development plan and Conditional Use Permits. As described above, the project's development plan application addresses the complete redevelopment of the project site. The project would involve establishment of wholesaling, distribution, and storage facilities over 50,000 square feet in floor area, as well as trucking terminals with more than six heavy trucks on the premises at one time. Wholesaling, distribution, and storage facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district pursuant to Section 1320 (L-11) of the zoning ordinance. Additionally, wholesaling, distribution, and storage facilities with more than six heavy trucks on the premises at one time are considered trucking terminals pursuant to Section 415(I)(1) of the zoning ordinance. Trucking terminals also require approval of a Conditional Use Permit to be established in the IL zoning district pursuant to Section 1320 of the zoning ordinance. Furthermore, a variance is also requested to allow small height increases for portions of the floodwall designed to surround the property.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies, such as the California Department of Transportation and California Department of Fish and Wildlife, can use this EIR and supporting documentation in their decision-making process to issue additional approvals.

ES.3 Areas of Controversy

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published July 20, 2022, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (State Clearinghouse No. 2022070365) to this EIR.

A public scoping meeting was held on August 3, 2022, at 6:00 p.m. at the Civic Center Library Community Room (300 North Coast Highway in the City of Oceanside) to gather additional public input. The initial 30-day public scoping period ended on August 18, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including site access and circulation, utility infrastructure and supply, traffic generation and roadway improvements, air quality, greenhouse gas emissions, noise generation, aesthetics and project design, safety, project hazards, community benefits, local hiring, construction work practices, and preservation of biological and cultural resources. Public scoping comments regarding the project's potential impact on the environment were evaluated as part of the preparation of this EIR and are analyzed throughout Chapter 4.

Consistent with CEQA's requirements that an alternative must reduce or avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

ES.4 Effects Not Found to Be Significant

The project would result in no impact or less-than-significant impacts in the following CEQA topic areas: aesthetics, agriculture and forestry resources, ~~cultural resources,~~ energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, ~~traffic and circulation, tribal cultural resources,~~ utilities and service systems, and wildfire.

ES.5 Impacts Determined to Be Significant

Table ES.5-1 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines Section 15123(b)(1). Impacts associated with air quality, biological resources, ~~and~~ cultural resources, traffic and circulation, and tribal cultural resources were identified as significant. However, implementation of mitigation measures would reduce those potentially significant impacts to a less-than-significant level.

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
Air Quality			
Impact AQ-1: The project would result in significant impacts related to emissions of criteria air pollutant emissions during construction	MM-AQ-1	**Require Low-Volatile Organic Compound Coatings During Construction.** The project applicant and/or their contractors shall ensure that low-VOC coatings with a daily average VOC content of 45 grams per liter (g/l) or less are used during construction for interior building coatings and follow the requirements of Rule 67.0.1 for exterior and building envelop coatings (50 g/l) and traffic marking coatings (100 g/l).	Less than significant
Biological Resources			
Impact BIO-1: Potential impacts to foraging and/or breeding and nesting habitat for special-status wildlife species	MM-BIO-1	**Nesting Bird Surveys.** Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests will have buffers established around them (e.g., 250 feet for passerines and 500 feet for raptors) by the project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot setback at their discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitors shall be provided in order to monitor active nests or other project activities in order to ensure all the project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	MM-BIO-2 **Biological Monitoring.** To prevent inadvertent disturbance to areas outside the limits of grading for each phase, all grading of native habitat shall be monitored by a qualified biologist with 5 years of experience in biological resource evaluation in San Diego County. The qualified biological monitor(s) shall be familiar with the local flora/fauna and shall be contracted to perform biological monitoring during all clearing and grubbing activities. The project biologist(s) also shall: a. Attend the pre-construction meeting with the contractor and other key construction personnel prior to clearing and grubbing to reduce conflict between the timing and location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds). b. During clearing and grubbing, conduct meetings with the contractor and other key construction personnel each morning prior to construction activities to go over the proposed activities for the day, and for the monitor(s) to describe the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife prior to clearing and grubbing. c. Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing and grubbing. d. Supervise and monitor vegetation clearing and grubbing weekly to ensure against direct and indirect impacts to biological resources that are intended to be protected and preserved and to document that protective fencing is intact. e. Flush wildlife species (i.e., reptiles, mammals, avian, or other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. This does not include disturbance of nesting birds (see MM-BIO-1). f. Periodically monitor the construction site to verify that the project is implementing the following stormwater pollution prevention plan best management practices: dust control, silt fencing, removal of construction debris and a clean work area, covered trash receptacles that are animal-proof and weather-proof, prohibition of pets on the construction site, and a speed limit of 15 mph during daylight. g. Periodically monitor the construction site after grading is completed and during the construction phase to see that artificial security light fixtures are directed away from open space and are shielded, and to document that no unauthorized impacts have occurred.	

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	h. Keep monitoring notes for the duration of the proposed project for submittal in a final report to substantiate the biological supervision of the vegetation clearing and grading activities and the protection of the biological resources. i. Prepare a monitoring report after the construction activities are completed, which describes the biological monitoring activities, including a monitoring log; photos of the site before, during, and after the grading and clearing activities; and a list of any special-status species observed.	
	MM-BIO-3 **Temporary Installation of Fencing.** To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.	
Impact BIO-2: Potential impacts to active nests	MM-BIO-1	Less than significant
Impact BIO-3: Potential short-term indirect impacts to special-status vegetation communities and special-status plants	MM-BIO-2; MM-BIO-3	Less than significant
Impact BIO-4: Long-term (operation-related) or permanent indirect impacts to special-status vegetation communities and/or special-status plants after construction	MM-BIO-4 **Invasive Species Prohibition.** The final landscape plans shall be reviewed by the project biologist and a qualified botanist to confirm that there are no invasive plant species as included on the most recent version of the California Invasive Plant Council Inventory for the project region. In addition, any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement will 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 (*Linepithema humile*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests will not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the U.S. Fish and Wildlife Service that these pests already occur in natural areas around the project site. The stock will be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. All temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape adjacent to the on-site preserve.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	Upon completion of construction, to avoid and minimize the presence of predators and brown-headed cowbirds on site, signs will be placed around the site near trash containers reminding people to pick up and throw away their trash properly. In addition, trash will be removed as required to prevent overflow of trash from closed trash receptacles. All trash cans will have secure lids to prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and kept closed to avoid attraction of scavenging mammals and birds including rats, opossum, raccoon, ravens, crows, gulls, and cowbirds. Spoil, trash, or any debris will be removed off site to an approved disposal facility.	
Impact BIO-5: Potential temporary indirect impacts to special-status wildlife species	**MM-BIO-1; MM-BIO-2; MM-BIO-3**	Less than significant
Impact BIO-6: Potential long-term or permanent indirect impacts to special-status wildlife species	**MM-BIO-2; MM-BIO-4**	Less than significant
Impact BIO-7: Potential short-term or temporary indirect impacts to jurisdictional resources	**MM-BIO-2; MM-BIO-3**	Less than significant
Impact BIO-8: Potential long-term or temporary indirect impacts to jurisdictional resources	**MM-BIO-2; MM-BIO-4**	Less than significant
Impact BIO-9: Short-term indirect impacts to habitat connectivity	**MM-BIO-1; MM-BIO-2; MM-BIO-3**	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
and wildlife corridors			
Impact BIO-10: Long-term indirect impacts to habitat connectivity and wildlife corridors	**MM-BIO-2; MM-BIO-4**		Less than significant
Impact BIO-11: Project compliance with the Oceanside MHCP Subarea Plan	**MM-BIO-1** through **MM-BIO-4**		Less than significant
Cultural Resources			
Despite no significant archaeological resources being identified within the project site, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural mitigation measures.	**MM CUL-1**	Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe. A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and Tribal Cultural Resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. Through consultation with the Tribes that consulted on the project and with their consent, certain artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.	Less than significant
	MM CUL-2	Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.	

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
	MM CUL-3	The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American Monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.	
	MM CUL-4	The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or Tribal Cultural Resources. All fill materials shall be absent of any and all Tribal Cultural Resources.	
	MM CUL-5	In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" for CA-SDI-5345 shall be prepared by a Qualified Archaeologist, in consultation with the other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American Monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight, and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.	
	MM CUL-6	The Qualified Archaeologist or the Luiseño Native American Monitor may halt ground disturbing activities if unknown Tribal Cultural Resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site	

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the lead agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant Tribal Cultural Resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the Tribal Cultural Resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.	
	MM CUL-7	The landowner shall relinquish ownership of all Tribal Cultural Resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary	

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No Tribal Cultural Resources shall be subject to curation.	
	MM CUL-8	Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.	
	MM CUL-9	As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendant.	
Traffic and Circulation			
Impact TRA-1: The proposed project exceeds the VMT threshold by 2.9%.	**MM-TRA-1**:	The project applicant will be required to implement a Voluntary Employer Commute Program in order to reduce trips. The program may include a carpool or vanpool system, subsidized or discount transit passes, bike amenities, commute trip reduction marketing, and/or preferential parking permit program. This mitigation measure would result in a VMT reduction of 6.2%.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Tribal Cultural Resources		
Despite no significant tribal cultural resources being identified within the project site, to further ensure project development would not result in potential impacts to tribal cultural resources, the project would implement the City's standard cultural mitigation measures.	**MM-CUL-1** through **MM-CUL-9**	

Note: MM = mitigation measure; VOC = volatile organic compound; MHCP = Multiple Habitat Conservation Program; TCA = Traditionally and Culturally Affiliated; NAHC = Native American Heritage Commission; VMT = vehicle miles traveled.

ES.6 Significant and Unavoidable Impacts

As discussed in this EIR, implementation of the project would not result in any significant and unavoidable impacts.

ES.7 Analysis of Alternatives

Pursuant to CEQA Guidelines, EIRs are required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 California Code of Regulations [CCR] 15126.6[a]). This EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives "would impede to some degree the attainment of the project objectives or would be more costly" (14 CCR 15126.6[b]). Alternatives considered are summarized below and analyzed in detail in Chapter 8 of this EIR.

ES.7.1 No Project (No Build) Alternative

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain as a previously disturbed site without any new improvements.

ES.7.2 Multi-Building Alternative

This alternative was requested to be addressed in this EIR by public commenters. The goal of this alternative would be to reduce the building footprint and single-building massing when compared the proposed project. Under the Multi-Building Alternative, the site would be developed with industrial uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. However, this alternative would develop three buildings on site instead of one building as proposed under the proposed project. The three buildings proposed for this alternative would include (1) a distribution building with 118,560 square feet of distribution use and 31,200 square feet of office use; (2) a distribution building with 156,520 square feet of distribution use and 31,200 square feet of office use; and (3) a manufacturing building with 132,080 square feet of manufacturing use and 41,600 square feet of office use, for a total building area of 511,160 square feet. This alternative would be approximately 55,745 square feet (approximately 1.27 acres) smaller than the proposed project's total building area and would reduce the building footprint area by 88,160 square feet (approximately 2 acres) in comparison to the project. Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would include 727 parking spaces for employee/visitor parking, including 21 accessible parking stalls, and 16 truck trailer stalls. Loading docks would be located on the internal facades of the buildings, with a total of 100 truck terminals (refer to Figure 8-1, Multi-Building Alternative).

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access point would be limited to passenger vehicles, and heavy truck traffic would be limited to the Benet Road access point.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP.

Similar to the proposed project, this alternative's development plan application would address the complete redevelopment of the project site with remnants of the previous facility demolished in 2022. The proposed warehouse and distribution facility is classified as a Wholesaling, Distribution, and Storage Facility use by the OZO. Wholesaling, distribution, and storage facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district, pursuant to the OZO. Wholesaling, distribution, and storage facilities with more than six heavy trucks on the premises at one time are considered trucking terminals pursuant to the OZO. Trucking terminals also require approval of a Conditional Use Permit to be established in the IL zoning district.

ES.7.3 Reduced Building Footprint Alternative

Under the Reduced Building Footprint Alternative, the site would be developed with industrial uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. However, this alternative would reduce the building footprint on site by proposing a multistory building with a 270,560-square-foot footprint, in comparison to the proposed project's single-level building footprint of 547,320 square feet. This alternative would still develop a warehouse and distribution facility within one building, but the building would be two stories, with each story providing 270,560 square feet of floorspace for a total building area of 541,120 square feet. In comparison to the proposed project, this alternative would reduce the building footprint on site by 276,760 square feet (547,320-square-foot project building footprint – 270,560-square-foot alternative building footprint) and would reduce the total building area by 25,785 square feet (566,905-square-foot total building area under the project – 541,120-square-foot total building area under this alternative). In summary, this alternative would reduce the total building area by 0.59 acres and would reduce the building footprint area substantially, by 6.35 acres. Refer to Figure 8-2, Reduced Building Footprint Alternative.

Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces), and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both Level 1 and Level 2 would include 37 dock-high doors<u>.</u> ~~and 2 grade-level doors,~~ for a total of <u>74</u>~~78~~ truck terminals.

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner.

Due to the location of this alternative building along the southern project boundary, this alternative (specifically the second level) would not be consistent with the OMALUCP due to the building's height in proximity to the Oceanside Airport runway and conflicts with building setback requirements.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Due to the location of this alternative, there would be a substantial buffer increase from the closest point of project disturbance to the San Luis Rey River and bike trail as compared to the proposed project. However, a floodwall would still be implemented

under this alternative, and the area north of the proposed flood wall would be replanted with coastal species. Similar to the proposed project, this alternative would include associated landscaping and stormwater features.

Similar to the proposed project, this alternative would be classified as a Wholesaling, Distribution, and Storage Facility use by the OZO. Wholesaling, distribution, and storage facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district pursuant to the OZO. Wholesaling, distribution, and storage facilities with more than six heavy trucks on the premises at one time are considered Trucking Terminals pursuant to the OZO. Trucking terminals also require approval of a Conditional Use Permit to be established in the IL zoning district. As the alternative would not conform with the OMALUCP, the City might be required to override an Airport Land Use Compatibility inconsistency finding.

ES.7.4 Multi-Building and Truck Bay Reduction Alternative

In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative, which is a variation on the Multi-Building Alternative (evaluated under Section 8.4.2 in Chapter 8), has been included as part of the Final EIR.

Under the Multi-Building and Truck Bay Reduction Alternative, the same project site and similar development footprint would be developed with industrial warehouse and manufacturing uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. Within a building footprint of 491,582 square feet, the alternative's footprint size is between the project and the Multi-Building Alternative. This alternative would develop four separate buildings on site, instead of one building as proposed under the project. The total building square footage of this alternative would be 497,822 square feet (inclusive of mezzanine areas), including 40,651 square feet of office (ancillary) uses, 334,275 square feet of warehouse uses, and 122,896 square feet of manufacturing uses. The total building area for building 1 would be 109,660 square feet, the total building area for building 2 would be 132,600 square feet, the total building area for building 3 would be 121,547 square feet, and the total building area for building 4 would be 134,015 square feet. This Multi-Building and Truck Bay Reduction Alternative would include 56 dock-high doors (for semi-truck use) and 590 parking stalls that include 22 Americans with Disabilities Act stalls and 90 electric vehicle stalls. This alternative design places the truck bays on the east/west sides of the buildings as opposed to the north side, as they are under the project. This alternative would meet the project objectives.

Similar to the proposed project, access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles. Heavy truck traffic would not use Alex Road and would be limited to the Benet Road access point. The Benet Road entry would also be redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.

Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside draft Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP. As shown in Figure 8-3, the southernmost portions of each of the four proposed buildings under this alternative would have reduced clearance heights to conform to the OMALUCP.

Similar to the proposed project, this alternative would require approval of a Conditional Use Permit to be established in the IL zoning district, as it would exceed 50,000 square feet in floor area with more than six heavy trucks on the premises at one time.

ES.7.5~~4~~ Environmentally Superior Alternative

Table ES.7-1 provides a qualitative comparison of the impacts for each Alternative compared to the proposed project. As shown in Table ES.7-1, the No Project Alternative would eliminate all of the potentially significant impacts identified for the project. Therefore, of the alternatives, the No Project Alternative would qualify as the environmentally superior alternative. However, the No Project Alternative would not meet any of the project objectives. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

The Reduced Building Footprint Alternative would reduce the project's identified significant impacts to air quality, biological resources, cultural resources/TCRs, and traffic as a result of the reduced total building area and reduced building footprint area. As outlined above, in comparison to the proposed project, this alternative would reduce the building footprint on site by 276,760 square feet or 6.35 acres and would reduce the total building area by 25,785 square feet or 0.59 acres. Compared to the project, this alternative would develop less of the project site with buildings, parking and loading areas, and other associated improvements, resulting in a substantially smaller building footprint on the site that would disturb less land. Thus, the Reduced Building Footprint Alternative would be considered the environmentally superior alternative of the possible alternatives as it relates to the following impact areas: air quality, biological resources, cultural resources and TCRs, and traffic and circulation. However, the Reduced Building Footprint Alternative would still require a similar level of mitigation when compared to the proposed project and would not reduce project impacts to a less-than-significant level prior to mitigation. Additionally, this alternative would not meet project objective 3 and objective 7 (maximize the allowable use of an existing industrial-zoned site that is compatible with the adjacent light industrial-zoned sites and Oceanside Municipal Airport; and develop the property in a manner that complies with the development, intensity, noise, use, and other restrictions imposed by the OMALUCP). Additionally, as the Reduced Building Footprint Alternative would not conform with the OMALUCP, the City might be required to override an Airport Land Use Compatibility inconsistency finding.

Table ES.7-1. Comparative Summary of Alternatives Under Consideration and Proposed Project

Environmental Topic	Proposed Project	No Project (No Build) Alternative	Multi-Building Alternative	Reduced Building Footprint Alternative	Multi-Building and Truck Bay Reduction Alternative
Air quality	LTSM	No Impact (Reduced)	LTSM (Increased)	LTSM (Reduced)	LTSM (Reduced)
Biological resources	LTSM	No Impact (Reduced)	LTSM (Similar)	LTSM (Reduced)	LTSM (Similar)
Cultural resources	LTSM	No Impact (Reduced)	LTSM (Similar)	LTSM (Reduced)	LTSM (Similar)
Traffic	LTSM	No Impact (Reduced)	LTSM (Increased)	LTSM (Reduced)	LTSM (Reduced)

Note: Impact Status: LTSM = Less than Significant with Mitigation.

ES.8 Issues to be Resolved by Lead Agency

The City must review the project and this EIR and determine if the project or one of the alternatives presented in the alternatives analysis should be approved and implemented. If the project is selected for approval, the City will be required to certify the EIR, determine whether and how to mitigate significant impacts, and adopt associated Findings of Fact pursuant to CEQA Guidelines Section 15091 for the following significant impacts identified in the EIR: air quality, biological resources, cultural resources, and traffic.

1 Introduction

This chapter of this environmental impact report (EIR) describes the purpose, scope, and legislative authority of the EIR; the intent of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.); the environmental review process; and other pertinent environmental rules and regulations.

1.1 Purpose of the Environmental Impact Report

This EIR addresses the potentially significant adverse environmental effects associated with the proposed Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) under CEQA. The project would involve development of a 566,905-square-foot warehouse and distribution facility on a previously developed and disturbed 31.79-acre site located in the City of Oceanside (City). The proposed warehouse and distribution facility would include 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space, and 39,170 square feet of office area designed as a single building that could support multitenant occupancies. The proposed project would require approval of certain discretionary actions by the City and, therefore, is subject to the environmental review requirements of CEQA. A detailed description of the proposed project is provided in Chapter 3 of this EIR**,** Project Description. The City, as the CEQA lead agency, has prepared this EIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed project.

1.2 Intended Use of the Environmental Impact Report

This EIR was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City's environmental review procedures.

The EIR is an informational document that will provide the City's decision makers, public agencies, responsible and trustee agencies, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project; (2) feasible or potentially feasible ways to minimize any significant adverse environmental impacts that would result from the development of the proposed project; and (3) a reasonable range of potentially feasible alternatives to the proposed project that would reduce or avoid significant adverse environmental impacts associated with the proposed project (California Public Resources Code Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project. The analysis and findings in this EIR reflect the independent judgment of the City.

The City is the lead agency for the EIR and will perform the entitlement processing of the proposed project. As the designated lead agency, the City has assumed responsibility for preparing this EIR, and the analysis and findings in this EIR reflect the City's independent judgment. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of environmental effects related to the proposed project, which will culminate with the approval or denial of applicable permits.

1.3 Scope of the Environmental Impact Report

The City determined that a project EIR, as defined by CEQA Guidelines Section 15161, was required for this project. The City made this determination based on the scope and the location of the proposed project. As such, and in accordance with CEQA Guidelines Section 15060(d), the City opted not to prepare a detailed initial study and to instead immediately begin preparation of an EIR for the proposed project.

In the absence of an initial study, this Draft EIR evaluates all subject areas listed in Appendix G of the CEQA Guidelines, which include the following: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy consumption, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise and vibration, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, wildfire, cumulative impacts, and growth-inducing impacts.

As a "project EIR," this EIR is "focused primarily on the changes in the environment that would result from the development project" (14 CCR 15161). In addition, as a project EIR, this EIR examines all phases of the proposed project, including planning, construction, and operation (14 CCR 15161). Where environmental impacts have been determined to be significant, this EIR recommends mitigation measures directed at reducing or avoiding those significant environmental impacts. A reasonable range of alternatives to the proposed project is identified to evaluate whether there are ways to minimize or avoid significant impacts associated with the proposed project.

1.4 The Environmental Impact Report and California Environmental Quality Act Environmental Review Process

1.4.1 California Environmental Quality Act Overview

CEQA requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant adverse effect on the environment. CEQA Guidelines, Section 15151 (14 CCR 15151) states:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Accordingly, this EIR has been prepared to identify and disclose the significant environmental effects of the proposed project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this EIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this EIR, along with other factors in considering approval of the proposed project.

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the proposed project and alternatives to the proposed project would have on the environment should the proposed project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published July 20, 2022, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (State Clearinghouse No. 2022070365) to this project.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. A public scoping meeting was held on August 3, 2022, at 6:00 p.m. at the Civic Center Library Community Room (300 North Coast Highway, Oceanside, California 92056) to gather additional public input. The 30-day public scoping period ended on August 18, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered various topics, including air quality, traffic congestion and safety, emergency services access to communities north of the site, operational noise, nighttime light pollution, impacts to the San Luis Rey River watershed, hazardous materials release, and public health. Public scoping comments regarding the proposed project's potential impact on the environment under CEQA were evaluated as part of the preparation of this EIR. More specifically, air quality and public health are discussed in Section 4.2 (Air Quality); traffic congestion and safety is discussed in Section 4.14 (Traffic and Circulation); emergency access to surrounding communities is discussed in Sections 4.8 (Hazards and Hazardous Materials), 4.14 (Traffic and Circulation), and 4.17 (Wildfire); operational noise is addressed in Section 4.11 (Noise); light pollution is addressed in Section 4.1 (Aesthetics); impacts to the San Luis Rey River watershed are discussed in Section 4.3 (Biological Resources); and hazardous materials release is discussed in Section 4.8 (Hazards and Hazardous Materials).

1.4.3 Draft Environmental Impact Report and Public Review

This Draft EIR was prepared under the direction and supervision of the City. Public review of the Draft EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the Draft EIR will be filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft EIR will be distributed pursuant to CEQA Guidelines Section 15087. Interested parties could provide comments on the Draft EIR in written form. This EIR and related technical appendices are available for review during the 45-day public review period at the following locations:

City of Oceanside Development Services Department
300 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Civic Center
330 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Mission Branch
3861-B Mission Avenue
Oceanside, California 92508

City of Oceanside website: https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp.

Interested agencies and members of the public can submit written comments on the adequacy of the Draft EIR to the City's Development Services Department at the address above, addressed to Rob Dmohowski, Principal Planner, or emailed at rdmohowski@oceansideca.org. Comments on the Draft EIR are to be received by 5:00 p.m. on December 9, 2023, the last day of the review period.

1.4.4 Final Environmental Impact Report Publication and Certification

The City will review all public comments on the Draft EIR received during the 45-day public review period and provide a written response to all written comments pertaining to environmental issues as part of the Final EIR. The Final EIR will include all written comments received during the public review period, responses to comments, and edits made to the Draft EIR in response to those comments.

The Draft Environmental Impact Report (EIR) was circulated for public review from October 26, 2023, through December 29, 2023, in accordance with Section 15105(a) of the CEQA Guidelines. A total of 80 written comment letters were received on the Draft EIR from agencies and organizations, as shown in Table 1-1. Appendix P, which includes both public comment letters and responses to each comment letter received, has been included as part of the Final EIR. Each of the written comment letters has been assigned an alphanumeric label, and the individual comments within each written comment letter are bracketed and numbered. For example, Comment Letter A1 contains 12 comments that are numbered A1-1 through A1-12.

The responses to each comment on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the City, as lead agency, is not required to respond to all comments on the Draft EIR, but only those comments that raise environmental issues. In accordance with CEQA Guidelines Sections 15088 and 15204, the City has independently evaluated the comments and prepared the attached written responses describing the disposition of any significant environmental issues raised (see Appendix P to the Final EIR). CEQA does not require the City to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.

Rather, CEQA requires the lead agency to provide a good faith, reasoned analysis supported by factual information. To fulfill these requirements, the City's experts in planning and environmental sciences consulted with, and independently reviewed, the analysis responding to the Draft EIR comments prepared by Dudek and other experts, each of whom has years of educational and field experience in these categories of environmental sciences; is familiar with the project and the environmental conditions in the City; and is familiar with the federal, state, and local rules and regulations (including CEQA) applicable to the proposed project. Accordingly, the final analysis provided in the responses to comments are supported by substantial evidence.

Table 1-1. Comments Received on the DEIR

Comment Letter Designation	Commenter	Date
Agencies		
A1	California Department of Fish and Wildlife	December 8, 2023
A2	California Department of Toxic Substance Control	December 11, 2023
A3	California Department of Transportation	December 28, 2023
A4	U.S. Fish and Wildlife Services	January 5, 2024 (late letter)
Organizations		
O1	Buena Vista Audubon Society	November 30, 2023
O2	San Diego County Archeological Society	December 3, 2023
O3	Preserve Calavera – Coastal North San Diego County	December 4, 2023
O4	Community Fire Safety Group	December 5, 2023
O5	Golden State Environmental Justice Alliance	December 8, 2023
O6	SAFER (Supporters Alliance for Environmental Responsibility)	December 11, 2023
O7	Vector Control Program	December 13, 2023
O8	Vector Control Program	December 15, 2023
O9	OSO	December 28, 2023
O10	Wanis View Wildlife Preserve Volunteers	No Date Provided
O11	Advocates for the Environment	January 10, 2024 (late letter)
O12	Teamsters, Chauffeurs, Warehousemen and Helpers Local Union No. 542	January 16, 2024 (late letter)
Individuals		
I1	Ronald Steffen	October 26, 2023
I2	Gene R. O'Neil Jr.	October 29, 2023
I3	Mikhael Madello	November 6, 2023
I4	Lauren Entler	November 7, 2023
I5	Josh Soto	November 7, 2023
I6	Joanne Pilgrim	November 8, 2023
I7	Gene and Carrie O'Neal	November 9, 2023
I8	Gene and Carrie O'Neal	November 15, 2023
I9	Nick Torelli	November 15, 2023
I10	Kimberly Johnson	November 17, 2023
I11	Carol McConnell	November 20, 2023
I12	Rick Taylor	November 21, 2023
I13	GT Wharton	November 27, 2023
I14	Lyndsay Viripaeff	November 27, 2023
I15	Daniel Mora	November 27, 2023
I16	Bryan Fisher	November 27, 2023
I17	Kyle Branek	November 27, 2023
I18	Julia Dumbeck	November 27, 2023
I19	Bonnie May	November 27, 2023
I20	Tam Nguyen	November 27, 2023
I21	Darin Selnick	November 27, 2023
I22	Rick Taylor	November 28, 2023
I23	Janelle Molina	November 28, 2023
I24	Carol Broeland	December 2, 2023
I25	Carol Tripoli	December 2, 2023

Table 1-1. Comments Received on the DEIR

Comment Letter Designation	Commenter	Date
I26	Stefanie Servin	December 2, 2023
I27	Kimberly Johnson	December 5, 2023
I28	Juan Canet	December 6, 2023
I29	George Marengo	December 6, 2023
I30	Joseph Jenkins	December 6, 2023
I31	Ana Maria	December 7, 2023
I32	Carol McConnell	December 7, 2023
I33	Eurydice K	December 8, 2023
I34	Ciara Dominique	December 8, 2023
I35	Keri Cleeremans	December 8, 2023
I36	Jennifer Loofbourrow	December 8, 2023
I37	Brittany Brogan	December 8, 2023
I38	Patty Maddison	December 8, 2023
I39	Matt Smith	December 9, 2023
I40	Matt Krise	December 10, 2023
I41	Natalia Douglas	December 11, 2023
I42	Madison Williams	December 12, 2023
I43	Patricia Borchmann	December 12, 2023
I44	Marion Donahue	December 16, 2023
I45	Karen Salado	December 18, 2023
I46	Michael Kosec	December 25, 2023
I47	Kathy Stark	December 27, 2023
I48	Debby Herbert	December 27, 2023
I49	Linda Middleton	December 27, 2023
I50	Alan and Robin Waite	December 28, 2023
I51	Jennifer Jacobs Schauble	December 28, 2023
I52	Edwin Jenkins	December 28, 2023
I53	Carol Broeland	December 28, 2023
I54	Carol Broeland	December 29, 2023
I55	Gretchen Gary	December 29, 2023
I56	The Hansons and Peterson	December 29, 2023
I57	Mikhael Madello	December 29, 2023
I58	Dave Keck	December 29, 2023
I59	Celerina Cornett	December 29, 2023
I60	Don Mooney	December 29, 2023
I61	Jimmy Knott	December 29, 2023
I62	Dee Keck	December 29, 2023
I63	Windy Bravo	No Date Provided
I64	Carol Stone	January 1, 2024 (late letter)

Changes have been made to the Final EIR in ~~strikeout~~/underline format in response to comments and to provide updates and clarifications to information provided herein. Consistent with CEQA Guidelines Section 15088.5(b), these revisions have been made to clarify text for consistency or revise punctuation as appropriate throughout the document, and these revisions do not result in what constitutes new significant information that would require recirculation of the document. Table 1-2 summarizes changes made to the EIR by EIR chapter and section and

shows original text included and changes made to the text. For the sake of clarity, text in the table below is not shown as errata unless it represents a change made in the Final EIR. Please see Chapter 10, References, for changes made to that chapter.

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
Executive Summary		
ES 2.2, Page ES-2		After preparation and release of the public review Draft EIR, in response to public feedback and ongoing communication between the City and applicant regarding community concerns of the number of truck bays proposed, the applicant submitted a modified project design that reduces the number of truck bays on-site. The EIR continues to analyze the initial project proposal which included the 114 truck bays. Thus, the EIR presents a more conservative analysis of the project's impacts. The modified project design reduces the number of truck bays compared to the initial project design analyzed in this DEIR by half, reducing the truck bay count from 114 to 57. The modified project plans with the reduced 57 truck bay count will be presented by City Staff to Planning Commission for consideration as the proposed project. The reduction in truck bays does not change the CEQA analysis and all identified potential impacts would remain as determined. Additionally, as part of this modified project design, the Benet Road entry has also been redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.
ES. 4, Page ES-4	The project would result in no impact or less-than-significant impacts in the following CEQA topic areas: aesthetics, agriculture and forestry resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, traffic and circulation, tribal cultural resources, utilities and service systems, and wildfire.	The project would result in no impact or less-than-significant impacts in the following CEQA topic areas: aesthetics, agriculture and forestry resources, ~~cultural resources~~, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, ~~traffic and circulation, tribal cultural resources,~~ utilities and service systems, and wildfire.
ES. 5, Page ES-4	Table ES.5-1 provides a summary of significant project-related	Table ES.5-1 provides a summary of significant project-related impacts pursuant to the CEQA

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Section	Original Text	Proposed Change(s)
	impacts pursuant to the CEQA Guidelines Section 15123(b)(1). Impacts associated with air quality, biological resources, and cultural resources were identified as significant. However, implementation of mitigation measures would reduce those potentially significant impacts to a less-than-significant level.	Guidelines Section 15123(b)(1). Impacts associated with air quality, biological resources, ~~and~~ cultural resources, traffic and circulation, and tribal cultural resources were identified as significant. However, implementation of mitigation measures would reduce those potentially significant impacts to a less-than-significant level.
ES.5, Page ES-8	**MM-BIO-4 Invasive Species Prohibition.** The final landscape plans shall be reviewed by the project biologist and a qualified botanist to confirm that there are no invasive plant species as included on the most recent version of the California Invasive Plant Council Inventory for the project region. In addition, any planting stock to be brought onto the project site for landscape or habitat creation/restoration/ enhancement will 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 (*Linepithema humile*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests will not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the U.S. Fish and Wildlife Service that these pests already occur in natural areas around the project site. The stock will be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. All temporary irrigation will be for the shortest duration possible, and that no permanent	**MM-BIO-4 Invasive Species Prohibition.** The final landscape plans shall be reviewed by the project biologist and a qualified botanist to confirm that there are no invasive plant species as included on the most recent version of the California Invasive Plant Council Inventory for the project region. In addition, any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement will 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 (*Linepithema humile*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests will not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the U.S. Fish and Wildlife Service that these pests already occur in natural areas around the project site. The stock will be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. All temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape adjacent to the on-site preserve. Upon completion of construction, to avoid and minimize the presence of predators and brown-headed cowbirds on site, signs will be placed around the site near trash containers reminding people to pick up and throw away their trash properly. In addition, trash will be removed as required to prevent overflow of trash from closed trash receptacles. All trash cans will have secure lids to prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and

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	irrigation will be used, for landscape adjacent to the on-site preserve.	kept closed to avoid attraction of scavenging mammals and birds including rats, opossum, raccoon, ravens, crows, gulls, and cowbirds. Spoil, trash, or any debris will be removed off site to an approved disposal facility.
ES. 7.3, Page ES-15	Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces), and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both Level 1 and Level 2 would include 37 dock-high doors and 2 grade-level doors, for a total of 78 truck terminals.	Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces), and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both Level 1 and Level 2 would include 37 dock-high doors ~~and 2 grade-level doors,~~ for a total of 74~~78~~ truck terminals.
ES. 7.4, Page ES-16		**ES.7.4 Multi-Building and Truck Bay Reduction Alternative** In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative has been included as part of the Final EIR, which is a variation on the Multi-Building Alternative (evaluated under Section 8.4.2 in Chapter 8). Under the Multi-Building and Truck Bay Reduction Alternative, the same project site and similar development footprint would be developed with industrial warehouse and manufacturing uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. Within a building footprint of 491,582 SF, the alternative's footprint is of a size between the project and the Multi-Building Alternative. This alternative would develop four (4) separate buildings on-site, instead of one building as proposed under the project. The total building square footage of this alternative would be 497,822 SF (inclusive of mezzanine areas), including 40,651 sf of office (ancillary) use,

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		334,275 sf of warehouse uses, and 122,896 sf of manufacturing uses. The total building area for building 1 would be 109,660 SF, the total building area for building 2 would be 132,600 SF, the total building area for building 3 would be 121,547 SF, and the total building area for building 4 would be 134,015 SF. This Multi-Building and Truck Bay Reduction Alternative would include 56 dock-high doors (for semi-truck use), and 590 parking stalls which include 22 ADA stalls and 90 EV stalls. This alternative design places the truck bays on the east/west sides of the buildings as opposed to the north side with the project. This alternative would meet the project objectives. Similar to the proposed project, access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles. Heavy truck traffic would not use Alex Road and would be limited to the Benet Road access point. The Benet Road entry has also been redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road. Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside draft Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan (OMALUCP). As shown in Figure 8-3, the southernmost portions of each of the 4 proposed buildings under this alternative would have reduced clearance heights to conform to the OMALUCP. Similar to the proposed project, this alternative would require approval of a Conditional Use Permit to be established in the IL as it exceeds 50,000 square feet in floor area with more than six heavy trucks on the premises at one time.
ES. 7.5, Page ES-17	ES.7.4	ES.7.45

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Section	Original Text	Proposed Change(s)
Table ES 7-1, Page ES-18		<u>Multi-Building with Truck Bay Reduction Alternative</u> <u>LTSM (Reduced)</u> <u>LTSM (Similar)</u> <u>LTSM (Similar)</u> <u>LTSM (Reduced)</u>
Chapter 1: Introduction		
Page 1-4, Table 1-1		<u>The Draft Environmental Impact Report (EIR) was circulated for public review from October 26, 2023, through December 29, 2023, in accordance with Section 15105(a) of the CEQA Guidelines. A total of 80 written comment letters were received on the Draft EIR from agencies and organizations, as shown in Table 1-1. Appendix P, which includes both public comment letters and responses to each comment letter received, has been included as part of the Final EIR. Each of the written comment letters has been assigned an alphanumeric label, and the individual comments within each written comment letter are bracketed and numbered. For example, Comment Letter A1 contains 12 comments that are numbered A1-1 through A1-12.</u> <u>The responses to each comment on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the City, as lead agency, is not required to respond to all comments on the Draft EIR, but only those comments that raise environmental issues. In accordance with CEQA Guidelines Sections 15088 and 15204, the City has independently evaluated the comments and prepared the attached written responses describing the disposition of any significant environmental issues raised (see Appendix P to the Final EIR). CEQA does not require the City to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.</u> <u>Rather, CEQA requires the lead agency to provide a good faith, reasoned analysis supported by factual information. To fulfill these requirements, the City's experts in planning and environmental sciences consulted with, and independently reviewed, the analysis responding to the Draft EIR comments prepared by Dudek and other experts, each of whom has years of educational and field experience in these categories of environmental</u>

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Section	Original Text	Proposed Change(s)
		sciences; is familiar with the project and the environmental conditions in the City; and is familiar with the federal, state, and local rules and regulations (including CEQA) applicable to the proposed project. Accordingly, the final analysis provided in the responses to comments are supported by substantial evidence. (Table 1-1. Comments Received on the DEIR)
Page 1-7, Table 1-2		Changes have been made to the Final EIR in strikeout/underline format in response to comments and to provide updates and clarifications to information provided herein. Consistent with CEQA Guidelines Section 15088.5(b), these revisions have been made to clarify text for consistency or revise punctuation as appropriate throughout the document, and these revisions do not result in what constitutes new significant information that would require recirculation of the document. Table 1-2 summarizes changes made to the EIR by EIR chapter and section and shows original text included and proposed changes to the text. For the sake of clarify, text in the table below is not shown as errata unless it represents a change made in the Final EIR. Please see Chapter 10, References, for changes made to that chapter. Table 1-2. Summary of Changes to the Draft EIR
Chapter 3: Project Description		
3.2, Page 3-2	The proposed project includes development of a new 566,905 square- foot warehouse and distribution facility on the 31.79-acre project site. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space and 39,170 square feet of office area designated as a single building that could support multi-tenant occupancies. Separate office areas (with ground level and mezzanine level space) are planned at all four corners of the facility with associated warehouse/ industrial space, adjacent parking, and access areas to facilitate multiple users.	The proposed project includes development of a new 566,905 square- foot warehouse and distribution facility on the 31.79-acre project site. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space and 39,170 square feet of office area designated as a single building that could support multi-tenant occupancies. Separate office areas (with ground level and mezzanine level space) are planned at all four corners of the facility with associated warehouse/ industrial space, adjacent parking, and access areas to facilitate multiple users. Development of the proposed project would include associated landscaping, stormwater features, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Loading bays are proposed on the north and south sides of the building with a total of 114 truck

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	Development of the proposed project would include associated landscaping, stormwater features, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Loading bays are proposed on the north and south sides of the building with a total of 114 truck terminals. Access to the project site would be maintained and improved as necessary with existing access points from Alex Road at the northeast corner, and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point.	terminals. Access to the project site would be maintained and improved as necessary with existing access points from Alex Road at the northeast corner, and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point. The Benet Road entry would incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.
3.2, Page 3-2		~~After preparation and release of the public review Draft EIR, in response to public feedback and ongoing communication between the City and applicant regarding community concerns about the number of truc006B bays proposed, the applicant submitted a modified project design that would reduce the number of truck bays on site from 114 to 57. The EIR continues to analyze the initial project proposal, which included 114 truck bays. Thus, the EIR presents a more conservative analysis of the project's impacts. The modified project design reduces the number of truck bays compared to the initial project design analyzed in this Draft EIR by half. The modified project plans with the reduced 57 truck bay count will be presented by City staff to the Planning Commission for consideration as the proposed project.~~
3.2.5, Page 3-5	The proposed project would implement both construction-related and operational project design features (PDFs) intended to reduce emissions of criteria air pollutants and toxic air contaminants (TACs). The proposed project would implement **PDF-AQ-1**, **PDF-AQ-2**, and **PDF-GHG-1** as follows:	The proposed project would implement both construction-related and operational project design features (PDFs) intended to reduce emissions of criteria air pollutants and toxic air contaminants (TACs). The proposed project would implement **PDF-AQ-1**, **PDF-AQ-2**, ~~and~~ **PDF-GHG-1,** and **PDF-GHG-2** as follows.: Additionally, although not required to support the CEQA analysis or significance conclusions for the project, in response to a public comment request the project applicant has agreed to include **PDF-AQ-3,** which covers applicable measures found in the California

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Section	Original Text	Proposed Change(s)
		Department of Justice Warehouse Project Best Practices document (DOJ 2022).
3.2.5, Page 3-6		**PDF-AQ-3:** The applicant will incorporate the following applicable California Department of Justice Warehouse Project Best Practices measures as part of project construction and operation: ▪ Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area ▪ Forbidding idling of heavy equipment for more than 3 minutes ▪ Keeping on site and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications ▪ Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts ▪ Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 grams per liter ▪ Providing information on transit and ridesharing programs and services to construction employees ▪ Forbidding trucks from idling for more than 3 minutes and requiring operators to turn off engines when not in use ▪ Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to the California Air Resources Board (CARB), the local air district, and the building manager ▪ Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible ▪ Running conduit to designated locations for future electric truck charging stations

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Section	Original Text	Proposed Change(s)
		▪ Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks ▪ Oversizing electrical rooms by 25% or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability ▪ Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks ▪ Posting signs at every truck exit driveway providing directional information to the truck route ▪ Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also requiring facility operators to maintain records on site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request ▪ Requiring tenants to enroll in the U.S. Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers ▪ Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets
3.2.5, Page 3-6		**PDF-GHG-2:** The applicant will participate in one of San Diego Gas & Electric's services for non-residential development such as the Comprehensive Audit Program or the Facility Assessment Service Program, no sooner than 1 year and no later than 2 years after initial building occupancy.
3.2.5.2, Page 3-6		Furthermore, signs will be placed around the site near trash containers reminding people to pick up

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Section	Original Text	Proposed Change(s)
		and throw away their trash properly. All trash cans will have secure lids to prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and kept closed.
3.3, Page 3-8	The City will use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. The City may also use this EIR in its consideration of any future development proposal, together with any additional or supplemental information or CEQA analysis as may be required. Other responsible and/or trustee agencies (DTSC) can use this EIR and supporting documentation in their decision-making process to issue additional approvals.	The City will use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. The City may also use this EIR in its consideration of any future development proposal, together with any additional or supplemental information or CEQA analysis as may be required. Other responsible and/or trustee agencies (including, but not limited to, the Department of Toxic Substances Control ~~(DTSC)~~) can use this EIR and supporting documentation in their decision-making process to issue additional approvals.
Section 4.2: Air Quality		
4.2.4, Page 4.2-20	Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. As discussed above and in Appendix B, pollutant emissions associated with long-term operations were quantified using CalEEMod based on the Project's manufacturing and warehouse land uses. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the proposed project area and energy sources. The project includes project design features (PDFs) that require the cargo handling equipment including forklifts (forklifts and pallet jacks) and yard tractors for facility operation to be electric powered	Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. As discussed above and in Appendix B, pollutant emissions associated with long-term operations were quantified using CalEEMod based on the Project's manufacturing and warehouse land uses. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the proposed project area and energy sources. The project includes project design features (PDFs) that require the cargo handling equipment including forklifts (forklifts and pallet jacks) and yard tractors for facility operation to be electric powered operation (PDF-AQ-1); and also require the applicant follow the applicable California Department of Justice Warehouse Project Best Practices measures (PDF-AQ-3). A summary of the operational sources follows:

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Section	Original Text	Proposed Change(s)
	operation. A summary of the operational sources follows:	
Section 4.3: Biological Resources		
4.3.4, Page 4-3-20	Long-term indirect impacts include increased human activity and lighting (**Impact BIO-10**). The proposed development would include a 566,905-square-foot warehouse and distribution facility, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Increased human activity can deter wildlife from using habitat areas near the proposed project footprint. However, the proposed development is situated in a previously graded area with existing human disturbance. The establishment of the 100-foot buffer between the proposed project site and the San Luis Rey River will reduce long-term impacts by establishing a buffer between human activities and more sensitive wildlife habitat. Lighting will be directed downward and away from the San Luis Rey River. The buildings and parking areas would include lighting designed to minimize light pollution and preserve dark skies while enhancing safety, security, and functionality. As discussed in Section 4.1, Aesthetics, compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Therefore, the project is located in an urbanized area and adjacent to developed areas, with the exception of land along its northern border. Therefore, new sources of day or nighttime lighting associated with the project would not be considered substantial.	Long-term indirect impacts include increased human activity and lighting (**Impact BIO-10**). The proposed development would include a 566,905-square-foot warehouse and distribution facility, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Increased human activity can deter wildlife from using habitat areas near the proposed project footprint. However, the proposed development is situated in a previously graded area with existing human disturbance. The establishment of the 100-foot buffer between the proposed project site and the San Luis Rey River will reduce long-term impacts by establishing a buffer between human activities and more sensitive wildlife habitat. ~~Lighting will be directed downward and away from the San Luis Rey River.~~ The buildings and parking areas would include lighting designed to minimize light pollution and preserve dark skies while enhancing safety, security, and functionality. As discussed in Section 4.1, Aesthetics, compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Specifically, project lighting features would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto the San Luis Rey River and surrounding properties, as all outdoor lighting must meet requirements outlined in Chapter 39 of the City's Municipal Code (light pollution ordinance) requiring appropriate shielding of outdoor lighting. Furthermore, the project would be required to comply with light pollution reduction requirements outlined in Title 24, Part 11, of the 2022 California Green Building Standards Code (CALGreen). California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of 2020, the City of Oceanside had an estimated population of 174,068 (U.S. Census Bureau 2022), which is well

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		over the 100,000-person threshold. Thus, the City of Oceanside would be considered an urbanized area per CEQA. Therefore, the project is located in an urbanized area and adjacent to developed areas, with the exception of land along its northern border. Therefore, new sources of day or nighttime lighting associated with the project would ~~not be considered substantial~~ be less than significant.
4.3.5, Page 4.3-23 & 4.3-24		Upon completion of construction, to avoid and minimize the presence of predators and brown-headed cowbirds on site, signs will be placed around the site near trash containers reminding people to pick up and throw away their trash properly. In addition, trash will be removed as required to prevent overflow of trash from closed trash receptacles. All trash cans will have secure lids to prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and kept closed to avoid attraction of scavenging mammals and birds including rats, opossum, raccoon, ravens, crows, gulls, and cowbirds. Spoil, trash, or any debris will be removed off site to an approved disposal facility.
Section 4.7: Greenhouse Gases		
4.7.4, Page 4.7-25, Table 4.7-7 (1. On-Site Renewable Energy Supply)	**Consistent.** The project is an industrial project larger than 25,000 square feet so it satisfies the Section 3047 threshold requirement to utilize the on-site renewable energy supply provisions of the checklist. The proposed project includes roof-top solar PV, which will accommodate at least 50% of the projected energy demand during operation.	**Consistent.** The project is an industrial project larger than 25,000 square feet so it satisfies the Section 3047 threshold requirement to utilize the on-site renewable energy supply provisions of the checklist. The proposed project includes roof-top solar PV, which will accommodate at least 50% of the projected energy demand during operation (refer to PDF-GHG-1 outlined in Chapter 3 of this EIR).
4.7.4, Page 4.7-26, Table 4.7-7 (8. Energy Efficiency Audits and Analysis (Applicable to Projects Not Meeting Location Criteria 1 or 2.))	**Consistent.** The project is located outside of Smart Growth Opportunities areas and approximately 0.3 miles from the nearest TOD corridor to the south of the project site. Therefore, the applicant will participate in one of SDG&E services for non-residential development include the Comprehensive Audit Program and the Facility Assessment Service Program no sooner than one year	**Consistent.** The project is located outside of Smart Growth Opportunities areas and approximately 0.3 miles from the nearest TOD corridor to the south of the project site. Therefore, the applicant will participate in one of SDG&E services for non-residential development include the Comprehensive Audit Program and the Facility Assessment Service Program no sooner than one year and no later than two years after initial building occupancy (refer to PDF-GHG-2 outlined in Chapter 3 of this EIR).

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	and no later than two years after initial building occupancy.	
Section 4.8: Hazards		
4.8, Page 4.8-1	This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) are required. The following analysis is based on the Phase I Environmental Site Assessment that was prepared for the project by SCS Engineers in August 2021 and is incorporated by reference herein. The Phase 1 Environmental Site Assessment (ESA) is included as Appendix M to this EIR.	This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) are required. The following analysis is based on the Phase I Environmental Site Assessment that was prepared for the project by SCS Engineers in August 2021 and is incorporated by reference herein. The Phase 1 Environmental Site Assessment (ESA) is included as Appendix M to this EIR as is a Wildfire Evacuation Study included as Appendix N to this Final EIR.
4.8.1, Page 4.8-1 & 2	The existing project site consists of a vacant disturbed site that was previously occupied by four primary buildings and five ancillary building that were formerly used for industrial purposes. Decommissioning of plating lines commenced in 2016, with reduced production in 2019 and operations by TE connectivity ceased in 2020. These buildings were vacated in summer 2021 and demolished in 2022. As described in Appendix M, the site was previously used as an industrial plating facility and electrical connector manufacturing facility for the defense, aerospace, and marine industries. Termination of previous site operations commenced in 2016 and operations ended in 2019. By 2021 all manufacturing equipment was removed from the project site. The project site had been used for the storage, use, treatment, and disposal of large	The existing project site consists of a vacant disturbed site that was previously occupied by four primary buildings and five ancillary building that were formerly used for industrial purposes. Historically the site was used as the Deutsch Company industrial facility circa 1967 to 2005, then TE Connectivity industrial facility circa 2009 to 2020. Decommissioning of plating lines commenced in 2016, with reduced production in 2019 and operations by TE connectivity ceased in 2020. These buildings were vacated in summer 2021 and demolished in 2022. As described in Appendix M, the site was previously used as an industrial plating facility and electrical connector manufacturing facility for the defense, aerospace, and marine industries. Termination of previous site operations commenced in 2016 and operations ended in 2019. By 2021 all manufacturing equipment was removed from the project site. The project site had been used for the storage, use, treatment, and disposal of large quantities of various hazardous substances, petroleum products, and generations of hazardous waste. The site is known to have been impacted by petroleum hydrocarbons, volatile organic compounds, metals, and per- and polyfluoroalkyl substances.

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	quantities of various hazardous substances, petroleum products, and generations of hazardous waste. The site is known to have been impacted by petroleum hydrocarbons, volatile organic compounds, metals, and per- and polyfluoroalkyl substances.	
4.8.1, Page 4.8-2	Demolition of the previous building in 2022 occurred in accordance with the Department of Toxic Substances Control ~~(~~DTSC~~)~~, California Land Reuse and Revitalization Act (CLRRA), and County requirements. Soil remediation has been conducted for the site ~~per~~ the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction.	The Applicant voluntarily entered into a CLRRA agreement with Department of Toxic Substances Control (DTSC) in September 2021 to oversee investigations and remediation of the project site. Demolition of the previous building in 2022 occurred in accordance with the ~~Department of Toxic Substances Control~~ (DTSC~~)~~, California Land Reuse and Revitalization Act (CLRRA), and County requirements. Soil remediation ~~has been conducted~~ was initiated for the site through environmental site assessments completed, including, the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction per the Response Plan, described under Section 4.8.4 below.
4.8.4, Table 4.8-1, Page 4.8-11	Table 4.8-1. City of Oceanside General Plan Consistency Evaluation	Table 4.8-1. ~~City of Oceanside General Plan Consistency Evaluation~~ Recognized Environmental Conditions
4.8.4, Page 4.8-14	The Teri Learning Academy is located approximately 0.21 miles from the project site. As discussed above, Appendix M has identified the project site as containing recognized environmental conditions from the historical industrial uses on the project site. Project implementation would occur after soil remediation is completed, which was done to improve the conditions of the site. Additionally, the existing school within one- quarter mile of the project site is located on the other side of State Route 76 from the project, and beyond the Oceanside Municipal Airport, and other industrial uses. These intervening features provide additional screening and separation from the	The Teri Learning Academy is located approximately 0.21 miles from the project site. As discussed above, Appendix M has identified the project site as containing recognized environmental conditions from the historical industrial uses on the project site. Project implementation would occur after soil remediation is completed, which ~~was~~ would be done to improve the conditions of the site. Additionally, the existing school within one- quarter mile of the project site is located on the other side of State Route 76 from the project, and beyond the Oceanside Municipal Airport, and other industrial uses. These intervening features provide additional screening and separation from the project site. Additionally, as described above, project construction and operation would be required to comply with local, state, and federal requirements for the transport, use, storage and disposal of hazardous materials. With implementation of all requirements of the Phase I ESA; site remediation; and local, state,

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	project site. Additionally, as described above, project construction and operation would be required to comply with local, state, and federal requirements for the transport, use, storage and disposal of hazardous materials. With implementation of all requirements of the Phase I ESA; site remediation; and local, state, and federal requirements for the transport, use, or disposal of hazardous materials; the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and potential impacts would be **less than significant**.	and federal requirements for the transport, use, or disposal of hazardous materials; the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and potential impacts would be **less than significant**.
4.8.4, Page 4.8-15 & 16	Based on review and research of reports describing the previous environmental assessments and remediation completed at the project site, a number of areas were found to contain constituents of concern (COCs) at concentrations above industrial or commercial screening levels from the project site's historical industrial use and are considered a REC. In addition, the numerous reports for the site demonstrate areas previously sampled, and where further investigation or research is recommended. Demolition of the previous building in 2022 was conducted in accordance with the Department of Toxic Substances Control (DTSC), California Land Reuse and Revitalization Act (CLRRA), and County requirements. Soil remediation was conducted for the site per the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site	Based on review and research of reports describing the previous environmental assessments and remediation ~~completed~~ initiated at the project site, a number of areas were found to contain constituents of concern (COCs) at concentrations above industrial or commercial screening levels from the project site's historical industrial use and are considered a REC. In addition, the numerous reports for the site demonstrate areas previously sampled, and where further investigation or research is recommended. Demolition of the previous building in 2022 was conducted in accordance with the ~~Department of Toxic Substances Control (~~DTSC~~)~~, California Land Reuse and Revitalization Act (CLRRA), and County requirements. Soil remediation was ~~conducted~~ initiated for the site through environmental site assessments including, ~~per~~ the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction. A Response Plan, as required by DTSC, will be completed for the site and will be available for public review and comment, and will include one community meeting. The final Response Plan would be reviewed and approved by DTSC (a responsible agency under CEQA) prior to project

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	remediation would be completed prior to the start of project construction. With implementation of site remediation in accordance with the regulatory agency approved plans and compliance with applicable local, state, and federal regulations, even though the project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the project would not create a significant hazard to the public or the environment. Therefore, impacts are determined to be **less than significant**.	construction. The purpose of the Response Plan is to satisfy the requirements of DTSC under the state regulatory process known as CLRRA. The Response Plan sets forth remedial action objectives (RAOs) for the site that are based on the future planned industrial use. The Response Plan contemplates site remediation activities including, without limitation, the removal of certain contaminated soils from the project site. Those site remediation activities, including the remedial grading and disposal of contaminated soils are within the scope of the project construction and grading operations described in the Project Description and analyzed throughout this DEIR. As described under Section 4.8.1 above, historically, the site was used as the Deutsch Company industrial plating facility circa 1967 to 2005, then TE Connectivity industrial facility circa 2009 to 2020. Decommissioning of plating lines commenced in 2016, with reduced production in 2019 and operations by TE Connectivity ceased in 2020. The site improvements were unoccupied in 2020 and demolished in 2022. Extensive subsurface investigations have been conducted at the project site to assess constituents of concern (CoCs) in soil, groundwater, and soil vapor over several decades. The most recent site assessments prepared by SCS Engineers include a Soil Vapor Survey (2021), a Demolition Monitoring Plan (2022), a Health and Safety Plan (2022), a Supplemental Site Investigation Workplan (2023), Demolition Soil Monitoring Report (2023), and Draft Supplemental Site Investigation Report and Response Plan (2023). Based on these site assessments completed by SCS Engineers and their current understanding of site conditions from analysis of previous assessments, the CoCs reported at the site include, Total Petroleum Hydrocarbons (TPH), volatile organic compounds (VOCs), elevated concentrations of metals, per- and polyfluoroalkyl substances (PFAS). Based on the planned use of the project site and the results of the Supplemental Site Investigation Report, RAOs were developed specific to various media identified as potentially posing unacceptable risk to the future site occupants, construction workers, and off-site receptors. SCS Engineers developed the following RAOs for on-site soils, groundwater, and soil vapor to guide remedial/mitigation

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		activities at the site and to act as a framework for measuring key milestones: 1. Protect human health and the environment by limiting or eliminating exposures to TPHd in soil and TPH, PFAS, and metals in groundwater by dermal contact or ingestion, and inhalation of VOCs from soil vapor in indoor air. 2. Meet all relevant to-be considered screening criteria (TBCs) for site cleanup. The response actions identified in the Response Plan meet the defined RAOs and minimize or mitigate potential risk of exposure to future on- and off-site receptors. Remedial action to be implemented prior to project construction includes, site mobilization, soil remediation via excavation and disposal, soil excavation, proposed post-remediation groundwater monitoring and sampling procedures, proposed post-remediation soil vapor monitoring and sampling procedures, data quality control samples, and air monitoring during excavation. After successful completion of the specified remedial activities, provided for in an approved Response Plan, the DTSC regulations require the Applicant to request that DTSC issue written confirmation that the RAOs have been met and that development can proceed, and ultimately, a written determination pursuant to CLRRA that the immunities provided by that act applied to the Applicant and any person who enters into an agreement with the Applicant for future redevelopment of the property. After completion of remedial action, and approval of the completion report by DTSC, the site would be deemed suitably remediated and it may be released for industrial/commercial usage. DTSC may require review of improvement plans and oversight of the proposed project as a responsible agency under CEQA. With implementation of site remediation in accordance with the Response Plan, regulatory agency approved plans and compliance with applicable local, state, and federal regulations, even though the project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the project would not create a significant hazard to the public or the

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		environment. Therefore, impacts are determined to be **less than significant**.
4.8.4, Page 4.8-17 & 18	The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a), the San Diego County Emergency Operations Plan (County of San Diego 2018b), and the City's Emergency Operations Plan (City of Oceanside 2017). In addition, the City has developed a tsunami evacuation map (City of Oceanside n.d.).	The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a), the San Diego County Emergency Operations Plan (County of San Diego 2018b), and the City's Emergency Operations Plan (City of Oceanside 2017). In addition, the City has developed a tsunami evacuation map (City of Oceanside n.d.). Furthermore, a Wildfire Evacuation Study was prepared for the project and is included as Appendix N to the Final EIR. The Wildfire Evacuation Study has been prepared to evaluate the project's consistency with relevant emergency evacuation plans and emergency response plans, disclose the prevention and minimization regulations and measures applicable to the project, and documents evacuation times for the existing and post-project conditions. The study describes additional emergency preparedness information and practices related to efficient evacuation in the event of an emergency. The Wildfire Evacuation Study provides additional support for the EIR's analysis and determination that the project would not impair implementation of or physically interfere with an adopted emergency evacuation plan or emergency response plan.
4.8.4, Page 4.8-19 & 20	According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones map, the project site is located within a Local Responsibility Area Very High Fire Hazard Severity Zone (CAL FIRE 2022). As described in Section 4.17, Wildfire, due to existing development in the vicinity, the relatively flat topography of the site, and updated building standards that apply to the proposed project, implementation of the project is not expected to exacerbate wildfire risks. Furthermore, the project site and the undeveloped wildland areas just north of the project site are separated by the paved San Luis	According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones map, the project site is located within a Local Responsibility Area Very High Fire Hazard Severity Zone (CAL FIRE 2022). As described in Section 4.17, Wildfire, due to existing development in the vicinity, the relatively flat topography of the site, and updated building standards that apply to the proposed project, implementation of the project is not expected to exacerbate wildfire risks. Furthermore, the project site and the undeveloped wildland areas just north of the project site are separated by the paved San Luis River Trail, which provides a break in fuels between the project site and wildland area. Additionally, the project would incorporate a 100-foot buffer from the San Luis Rey River corridor. The property owner would maintain the buffer area that is located within the property boundary (the northern portions of the property). This area would be landscaped with

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	River Trail, which provides a break in fuels between the project site and wildland area. Additionally, the project would incorporate a 100-foot buffer from the San Luis Rey River corridor. The property owner would maintain the buffer area that is located within the property boundary (the northern portions of the property). This area would be landscaped with natives and other plantings appropriate for the buffer. The area directly north of the property line is the SLR bike trail/levee which provides a physical divide from the actual riparian area in the SLR river. All final project plans would require review and approval by the Oceanside Fire Department. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and potential impacts are determined to be **less than significant**. Please refer to Section 4.13, Public Services and Section 4.17, Wildfire, of this EIR, for a detailed discussion of fire services and wildfire risk.	natives and other plantings appropriate for the buffer. The area directly north of the property line is the SLR bike trail/levee which provides a physical divide from the actual riparian area in the SLR river. All final project plans would require review and approval by the Oceanside Fire Department. The Wildfire Evacuation Study (Appendix N), based on all the above factors and others referenced in the study, provides clarifying information that further substantiates the DEIR's analysis and disclosures regarding the potential for significant wildfire related project impacts. The study recognizes that the project is in a designated VHFHSZ, Amplifying the DEIR's analysis, the study reiterates that the project is not located immediately adjacent to wildlands area. Development to the south of the project site includes the Oceanside Municipal Airport and SR-76 and commercial and industrial development, development to the east includes the approved and graded Ocean Kamp development, land uses to the north include the San Luis Rey River multi-use path, then the San Luis Rey River and residential development, and land uses to the west include a roadway, the San Luis Rey River and industrial uses. Project improvements relevant to wildfire risk include ignition resistant construction, native landscaping and 100-feet of fuel modification, as required for development in VHFHSZs. Thus, the Wildfire Evacuation Study provides additional support for the DEIR's determination that project construction and operation would not cause an increased risk of wildfire ignition that will expose people or structures to significant risk of loss, injury or death involving wildland fires. The Wildfire Evacuation Study similarly adds narrative detail regarding the DEIR's disclosures relative to the project and potential wildland fire related significant impacts due to evacuation events. The DEIR's analysis already disclosed that the project would have less than significant impacts with respect to this threshold of significance. The study provides a discussion of modeling of mass evacuation timing under various scenarios, including existing and future conditions with and without the project and other cumulative projects.

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		The modeling takes into consideration nearby residential communities, proximity to open space areas, the capacity of applicable roadways, Emergency Operation Plans and protocols utilized by the authorities responsible for issuing evacuation orders and warnings as well as project features that help lessen wildfire risks associated with the construction and operation of the project. In total, the information in the study supports and amplifies the analysis and conclusions already disclosed in the DEIR that ~~Therefore,~~ the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and potential impacts are determined to be **less than significant**. Please refer to Section 4.13, Public Services, ~~and~~ Section 4.17, Wildfire, and Appendix N of this EIR, for a detailed discussion of fire services and wildfire risk.
Section 4.9: Hydrology and Water Quality		
4.9, Page 4.9-1	This section describes the existing hydrology and water quality conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Hydrology and Hydraulics Report prepared by Tory R. Walker Engineering in 2022, included in this environmental impact report (EIR) as Appendix E. The following analysis is also based on the preliminary hydrology study and stormwater quality management plan (SWQMP) that were prepared for the project by Pasco Laret Suiter and Associates Inc. in 2022. The preliminary hydrology study is included as Appendix F to	This section describes the existing hydrology and water quality conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Hydrology and Hydraulics Report prepared by Tory R. Walker Engineering in 2022, included in this environmental impact report (EIR) as Appendix E. The Hydrology and Hydraulics Report was updated in February 2024 and includes updated modeling. Please refer to Appendix E of the Final EIR. The following analysis is also based on the preliminary hydrology study and stormwater quality management plan (SWQMP) that were prepared for the project by Pasco Laret Suiter and Associates Inc. in 2022 (revised in 2024). The preliminary hydrology study is included as Appendix F to this EIR, and the SWQMP is included as Appendix G to this EIR.

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	this EIR, and the SWQMP is included as Appendix G to this EIR.	
4.9.4, Page 4.9-10		Additionally, the proposed project includes surface improvements within the Benet Road and Alex Road rights-of-way, including road widening along Benet Road to accommodate a right-turn lane into the project site in addition to new concrete sidewalk on the east side of Benet Road along the length of the property frontage. Tree well BMPs (or comparable permanent treatment control BMPs) are proposed within the right-of-way to receive surface drainage from Benet Road to mitigate for these improvements, designed in accordance with the US EPA Green Streets Handbook and design guidance. These BMPs serve to reduce the quantity of pollutants in stormwater discharges and improve water quality.
Section 4.10: Land Use		
Table 4.10-1, Pages 4.10-26 – 4.10-29		*(Objective 2.12 and associated Policies 2.12A through 2.12G were added to Table 4.10-1)*
Section 4.13: Public Services		
4.13.4, Page 4.13-6	The project is expected to employ 590 workers. A population of 590 would generate approximately 71 calls per year if they were associated with a residential development (i.e., full-time population). As a conservative approach, this analysis ignores the overnight depopulation and focuses on the absence of workers on weekends. Subtracting the 104 weekend days from 365 total days, there are people on site 261 days per year. This represents 72% of the year. Discounting the 71 calls per year generated from a full-time population by 28% results in a projected 51 calls per year, most of which are expected to be medical-related calls, consistent with typical emergency call statistics. Further discounting this number based on the 8 hours per day (overnight) that workers would not be on site results in a total	The project is expected to employ ~~590~~ approximately 499 permanent workers. A population of ~~590~~ 499 would generate approximately 71 calls per year[1] if they were associated with a residential development (i.e., full-time population). As a conservative approach, this analysis ignores the overnight depopulation and focuses on the absence of workers on weekends. Subtracting the 104 weekend days from 365 total days, there are people on site 261 days per year. This represents 72% of the year. Discounting the 71 calls per year generated from a full-time population by 28% results in a projected 51 calls per year, most of which are expected to be medical-related calls, consistent with typical emergency call statistics. Further discounting this number based on the 8 hours per day (overnight) that workers would not be on site results in a total anticipated annual call volume of 34. However, the proposed building would be equipped with a fire alarm system, which could affect false alarm calls, adding to the anticipated annual call volume as a result of the project.

[1] The approximately 71 calls per year is a conservative approach based on the Fire Response Technical Memorandum (Appendix K to the EIR), which had analyzed approximately 590 permanent jobs.

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	anticipated annual call volume of 34. However, the proposed building would be equipped with a fire alarm system, which could affect false alarm calls, adding to the anticipated annual call volume as a result of the project. The closest OFD fire station, Station 7, currently responds to roughly seven calls per day (2,600 calls per year) in its primary service area. This is a moderately busy fire station, and adding calls could cumulatively create an impact and result in longer response times or stacked calls requiring assistance from more distant fire stations. As the total number of occupants at the site increases, so does vehicle traffic. The anticipated employee vehicles and commercial delivery trucks at the site would add to the overall amount of traffic flow, resulting in a potential increase in traffic collisions and a consequent additional demand on emergency services. However, it is anticipated that the project's contributions to fire service and availability fees through property taxes and/or other avenues would provide the funding needed to augment service capabilities such that an impact is not experienced. Despite the current busy call load, an addition of approximately 34 calls per year, or 1 call per 11 days, is not expected to significantly impact service level requirements. The increase of approximately 590 workers at the project site is not expected to result in a substantial increase in service calls to the OFD in comparison to the previous development on the project site, considering none of the workers would reside on site.	The closest OFD fire station, Station 7, currently responds to roughly seven calls per day (2,600 calls per year) in its primary service area. This is a moderately busy fire station, and adding calls could cumulatively create an impact and result in longer response times or stacked calls requiring assistance from more distant fire stations. As the total number of occupants at the site increases, so does vehicle traffic. The anticipated employee vehicles and commercial delivery trucks at the site would add to the overall amount of traffic flow, resulting in a potential increase in traffic collisions and a consequent additional demand on emergency services. However, it is anticipated that the project's contributions to fire service and availability fees through property taxes and/or other avenues would provide the funding needed to augment service capabilities such that an impact is not experienced. Despite the current busy call load, an addition of approximately 34 calls per year, or 1 call per 11 days, is not expected to significantly impact service level requirements. The increase of approximately ~~590~~499 workers at the project site is not expected to result in a substantial increase in service calls to the OFD in comparison to the previous development on the project site, considering none of the workers would reside on site.
4.13.4, Page 4.13-7	The project site previously consisted of a 172,300-square-	The project site previously consisted of a 172,300-square-foot industrial manufacturing building prior

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	foot industrial manufacturing building prior to demolition in 2022. The project would redevelop the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Implementation of the project could result in an increase in demand for police protection services as a result of a larger operational industrial development at the project site. However, similar to fire protection, the project site been previously developed and is located within a highly developed area of the City that already receives police protection services. Additionally, as described in Section 4.12 of this EIR, Population and Housing, project implementation would result in an increase of approximately 590 employees at the project site. As the project is consistent with the zoning and land use designation of the project site, this increase to the number of people on site has been accounted for in the City's General Plan. The increase of approximately 590 employees at the project site is not expected to result in a substantial increase of service calls to the Police Department, as none of the workers would reside on site, and the proposed building would include private security services.	to demolition in 2022. The project would redevelop the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Implementation of the project could result in an increase in demand for police protection services as a result of a larger operational industrial development at the project site. However, similar to fire protection, the project site been previously developed and is located within a highly developed area of the City that already receives police protection services. Additionally, as described in Section 4.12 of this EIR, Population and Housing, project implementation would result in an increase of approximately ~~590~~ 499 employees at the project site. As the project is consistent with the zoning and land use designation of the project site, this increase to the number of people on site has been accounted for in the City's General Plan. The increase of approximately ~~590~~ 499 employees at the project site is not expected to result in a substantial increase of service calls to the Police Department, as none of the workers would reside on site, and the proposed building would include private security services.
Section 4.16: Utilities and Service Systems		
4.16.4, Page 4.16-16	Operation of the proposed project would result in ongoing solid waste generation at the site. As previously stated, waste from the project would be transported to the El Sobrante Landfill. The project would involve redevelopment of the site with a	Operation of the proposed project would result in ongoing solid waste generation at the site. As previously stated, waste from the project would be transported to the El Sobrante Landfill. The project would involve redevelopment of the site with a 566,905-square-foot warehouse and

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Section	Original Text	Proposed Change(s)
	566,905-square-foot warehouse and distribution facility (inclusive of 39,170 square feet of office space). The anticipated operational solid waste generation from the proposed project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project would generate approximately 12,998 pounds of waste per day based on the following waste generation factors: **Table 4.16-1. Estimated Solid Waste Generation** Waste Streams / Square Footage/ Employees / Waste Factors / Total Lbs Per Day Employees / 590 emp / 8.93 lbs/emp/day / 5,269 **Total** / N/A / N/A / **12,998** An average solid waste generation of approximately 12,998 pounds per day is equal to 2,372 tons per year. This does not consider any waste diversion through recycling. With a generation rate of 2,372 tons per year over the next 27 years (assuming the project would be operational in 2024 up to the estimated closing date of El Sobrante Landfill in 2051), the project would generate a total of 64,044 tons of solid waste, or contribute to 4.44% of the remaining capacity at El Sobrante Landfill. The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of	distribution facility (inclusive of 39,170 square feet of office space). The anticipated operational solid waste generation from the proposed project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project would generate approximately ~~12,998~~ 12,185 pounds of waste per day based on the following waste generation factors: **Table 4.16-1. Estimated Solid Waste Generation** Waste Streams / Square Footage / Employees / Waste Factors / Total Lbs Per Day Employees / ~~590~~499 emp / 8.93 lbs/emp/day / ~~5,269~~ 4,456.07 **Total** / N/A / N/A / ~~12,998~~12,185.07 An average solid waste generation of approximately ~~12,998~~ 12,185 pounds per day is equal to 2,225~~372~~ tons per year. This does not consider any waste diversion through recycling. With a generation rate of 2,225~~372~~ tons per year over the next 2~~7~~ years (assuming the project would be operational in 2025~~4~~ up to the estimated closing date of El Sobrante Landfill in 2051), the project would generate a total of ~~64,044~~ 57,850 tons of solid waste, or contribute to approximately 0.04~~.~~44% of the remaining capacity at El Sobrante Landfill. The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of development. Additionally, the project would participate in the City's recycling programs, including the City's 2020 Zero Waste Plan Update, which would further reduce solid waste sent to El Sobrante Landfill. Assuming the project recycled 25% of solid waste generated, the project's contribution to the remaining capacity at El Sobrante Landfill would be reduced to 3.33%, and 50% recycling would reduce the project's

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	development. Additionally, the project would participate in the City's recycling programs, including the City's 2020 Zero Waste Plan Update, which would further reduce solid waste sent to El Sobrante Landfill. Assuming the project recycled 25% of solid waste generated, the project's contribution to the remaining capacity at El Sobrante Landfill would be reduced to 3.33%, and 50% recycling would reduce the project's contribution to 2.22%. If the project is able to achieve the City's recycling goal of 75% or greater, consistent with the City's 2020 Zero Waste Plan Update, the project's contribution to remaining capacity at El Sobrante Landfill would be 1.11% or less. Overall, the project would not 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. For these reasons, the project would result in **less-than-significant** impacts	contribution to 2.22%. If the project is able to achieve the City's recycling goal of 75% or greater, consistent with the City's 2020 Zero Waste Plan Update, the project's contribution to remaining capacity at El Sobrante Landfill would be 1.11% or less. Overall, the project would not 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. For these reasons, the project would result in **less-than-significant** impacts.
Section 4.17: Wildfire		
4.17, Page 4.17-1	This section describes the existing conditions, identifies the associated regulatory framework, evaluates potential impacts related to wildfire, and determines whether mitigation measures are required related to the implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). See also the Fire Response Technical Memorandum prepared for the project, included as Appendix K to this environmental impact report (EIR). Fire protection services for the project have been addressed in Section 4.13, Public Services.	This section describes the existing conditions, identifies the associated regulatory framework, evaluates potential impacts related to wildfire, and determines whether mitigation measures are required related to the implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). See also the Fire Response Technical Memorandum prepared for the project, included as Appendix K to this environmental impact report (EIR). Additionally, in support of the discussion and analysis included in this section, a Wildfire Evacuation Study was prepared for the project and is included as Appendix N to this Final EIR. Fire protection services for the project have been addressed in Section 4.13, Public Services.

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Section	Original Text	Proposed Change(s)
4.17.4, Page 4.17-8		A Wildfire Evacuation Study was prepared for the project and is included as Appendix N to the Final EIR. The Wildfire Evacuation Study has been prepared to evaluate the project's consistency with relevant emergency evacuation plans and emergency response plans, disclose the prevention and minimization regulations and measures applicable to the Project, and determine evacuation times for the existing and post-project conditions, as well as provide emergency preparedness information and resources to increase occupant preparedness and facilitate efficient evacuation in the event of an emergency. The Wildfire Evacuation Study provides additional support for the EIR's analysis and determination that the project would not substantially impair an adopted emergency evacuation plan or emergency response plan.
Chapter 6: Cumulative Effects		
6.3, Page 6-2, Table 6-1 (Row 8)	Table 6-1. Cumulative Projects Oceanside Melrose	Table 6-1. Cumulative Projects ~~Oceanside Melrose~~ Melrose Heights
6.4.14, Page 6-12	As analyzed in Section 4.14, implementation of the proposed project would result in an impact at Intersection No. 5 – SR-76/Benet Road under Near-Term (Existing + Cumulative + Project) and Horizon Year 2030 plus Project. Project implementation of **MM-TRA-1** would reduce cumulative impacts to a less-than-significant level through a fair share payment.	As analyzed in Section 4.14, implementation of the proposed project would result in an impact at Intersection No. 5 – SR-76/Benet Road under Near-Term (Existing + Cumulative + Project) and Horizon Year 2030 plus Project. Project implementation of **MM-TRA-1** would reduce cumulative impacts to a less-than-significant level through implementation of a Voluntary Employer Commute Program in order to reduce trips ~~a fair share payment~~.
Chapter 8: Alternatives		
8.1, Page 8.1-1	This section presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet the basic objectives, while substantially lessening or avoiding any of the potentially significant effects of the project identified in Chapter 4, Environmental Analysis, of the EIR. Those alternatives include: (1) No Project/No Development Alternative (Section 8.4.1), (2) Multi-Building Alternative (Section	This section presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet the basic objectives, while substantially lessening or avoiding any of the potentially significant effects of the project identified in Chapter 4, Environmental Analysis, of the EIR. Those alternatives include: (1) No Project/No Development Alternative (Section 8.4.1), (2) Multi-Building Alternative (Section 8.4.2), ~~and~~ (3) Reduced Building Footprint Alternative (Section 8.4.3), and (4) Multi-Building and Truck Bay Reduction Alternative (Section 8.4.4). Other alternatives were

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
	8.4.2), and (3) Reduced Building Footprint Alternative (Section 8.4.3. Other alternatives were considered but rejected, as summarized in Section 8.3.	considered but rejected, as summarized in Section 8.3.
8.2, Page 8.2-2	Based on the identified project's potentially significant environmental impacts, the objectives established for the project (refer to Section 8.2.1, Project Objectives, below), and the CEQA requirements for alternatives, this EIR evaluates three alternatives to the proposed project: 1. No Project/No Development Alternative 2. Multi-Building Alternative 3. Reduced Building Footprint Alternative	Based on the identified project's potentially significant environmental impacts, the objectives established for the project (refer to Section 8.2.1, Project Objectives, below), and the CEQA requirements for alternatives, this EIR evaluates ~~three~~ four alternatives to the proposed project: 1. No Project/No Development Alternative 2. Multi-Building Alternative 3. Reduced Building Footprint Alternative 4. Multi-Building and Truck Bay Reduction Alternative
8.2.4, Page 8-3		In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative has been included as part of the Final EIR, which is a variation on the Project and the Multi-Building Alternative previously evaluated in the Draft EIR (Section 8.4.2 below). The Multi-Building and Truck Bay Reduction Alternative is analyzed under Section 8.4.4 below. The Multi-Building and Truck Bay Reduction Alternative is proposed for the project site and includes the same components and uses as the project and other alternatives analyzed in the DEIR. The Multi-Building and Truck Bay Reduction Alternative proposes a similar development footprint, but with a modified four building design and layout that includes reduced square footage and fewer truck bays. Compared to the project and the DEIR's Multi-Building alternative, this alternative would further reduce potentially significant impacts related to Air Quality and Transportation/Traffic. Mitigation proposed for the project would still be required under this Multi-Building and Truck Bay Reduction Alternative. In addition, this alternative responds to other types of concerns expressed by the public to the project's single building mass, the number of truck bays, truck bays facing the north, and truck traffic.
8.4.2.2, Page 8-7	This alternative would include more office space (104,000	This alternative would include more office space (104,000 square feet) in comparison to the

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
	square feet) in comparison to the proposed project (39,170 square feet), which would require more parking and result in more vehicle trips. Mobile source operational emissions from light vehicle trips would be higher than the proposed project due to this increase in office-use space and increase in required parking (727 spaces for the alternative compared to 530 for the proposed project) and therefore, would likely result in increased operational air pollutant emissions compared to the proposed project. The reduction of approximately 10% of the distribution building space and 20 loading bays would reduce emissions associated with heavy-duty vehicles. As such, this alternative would likely result in similar impacts to air quality compared to the proposed project and is still expected to require mitigation to reduce potentially significant impacts related to construction emissions.	proposed project (39,170 square feet), which would require more parking and result in more vehicle trips. Mobile source operational emissions from light vehicle trips would be higher than the proposed project due to this increase in office-use space and increase in required parking (727 spaces for the alternative compared to ~~530~~ 590 for the proposed project) and therefore, would likely result in increased operational air pollutant emissions compared to the proposed project. The reduction of approximately 10% of the distribution building space and 20 loading bays would reduce emissions associated with heavy-duty vehicles. As such, this alternative would likely result in similar impacts to air quality compared to the proposed project and is still expected to require mitigation to reduce potentially significant impacts related to construction emissions.
8.4.3.1, Page 8-9	Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution, and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors and 2 grade-level doors, for a total of 78 truck terminals.	Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution, and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors ~~and 2 grade-level doors,~~ for a total of 74~~78~~ truck terminals.

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
8.4.3.2, Page 8-11	As described above, parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors and 2 grade-level doors, for a total of 78 truck terminals. Under this alternative, the number of total parking spaces would be reduced by 31 spaces. This includes 28 fewer car parking spaces, 3 fewer trailer parking stalls, and 42 fewer truck loading docks in comparison to the proposed project. The reduction of loading bays would potentially reduce operational truck trips.	As described above, parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors ~~and 2 grade-level doors,~~ for a total of 74~~78~~ truck terminals. Under this alternative, the number of total parking spaces would be reduced by 31 spaces. This includes 28 fewer car parking spaces, 3 fewer trailer parking stalls, and 42 fewer truck loading docks in comparison to the proposed project. The reduction of loading bays would potentially reduce operational truck trips.
8.4.4, Page 8-12 through Page 8-15		**8.4.4 Multi-Building and Truck Bay Reduction Alternative** **8.4.4.1 Alternative Description** In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative has been included as part of the Final EIR, which is a variation on the Multi-Building Alternative (evaluated under Section 8.4.2 above). Under the Multi-Building and Truck Bay Reduction Alternative, the same project site and similar development footprint would be developed with industrial warehouse and manufacturing uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. Within a building footprint of 491,582 SF, the alternative's footprint is of a size between the project and the Multi-Building Alternative. This alternative would develop four (4) separate buildings on-site, instead of one building as proposed under the project. The total building square footage of this alternative would be 497,822 SF (inclusive of mezzanine areas), including 40,651 sf of office (ancillary) use, 334,275 sf of warehouse uses, and 122,896 sf of

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
		manufacturing uses. The total building area for building 1 would be 109,660 SF, the total building area for building 2 would be 132,600 SF, the total building area for building 3 would be 121,547 SF, and the total building area for building 4 would be 134,015 SF. This Multi-Building and Truck Bay Reduction Alternative would include 56 dock-high doors (for semi-truck use), and 590 parking stalls which include 22 ADA stalls and 90 EV stalls. This alternative design places the truck bays on the east/west sides of the buildings as opposed to the north side with the project. This alternative would meet the project objectives. Similar to the proposed project, access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles. Heavy truck traffic would not use Alex Road and would be limited to the Benet Road access point. The Benet Road entry has also been redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road. Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside draft Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan (OMALUCP). As shown in Figure 8-3, the southernmost portions of each of the 4 proposed buildings under this alternative would have reduced clearance heights to conform to the OMALUCP. Similar to the proposed project, this alternative would require approval of a Conditional Use Permit to be established in the IL as it exceeds 50,000 square feet in floor area with more than six heavy trucks on the premises at one time. **8.4.4.2 Comparison of Significant Effects**

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
		Air Quality The Multi-Building and Truck Bay Reduction Alternative would be located within the same site as the proposed project; however, this alternative site layout would be approximately 56,000 square feet and the building square footage would be approximately 69,000 square feet smaller than the proposed project. Under this alternative, even with the reduced overall building square footage, the increase in office space associated with separate buildings requires an increase in the amount of required by 3 parking spaces compared to the proposed project. Air pollutant emissions associated with the alternative project construction including emissions associated with grading, site preparation, site finishing, and building finishing would occur, which would be similar in comparison to the proposed project or slightly reduced as a result of the reduced total building area. Mitigation measure **MM-AQ-1** proposed for the project, to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction, is still anticipated under this alternative. The reduction proposed 56 truck bays under this alternative would reduce emissions associated with heavy-duty vehicles in comparison to that analyzed in the Draft EIR for the project. As such, this alternative would result in reduced impacts to air quality compared to the proposed project, however mitigation measure MM-AQ-1 would still be required to reduce potentially significant impacts related to construction emissions. Biological Resources As described above, this Alternative would be located within the same site and a similar development footprint as the proposed project; however, the building footprint for this alternative would be approximately 56,000 square feet smaller than the proposed project. However, as a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance (or development) area would be similar to the proposed project. Thus, this alternative's potential impact to biological resources is expected to be similar to that of the proposed project. Similar to

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
		the proposed project, a floodwall would also be implemented under this alternative. The floodwall would act as a buffer from the San Luis Rey River and other uses north of the project site. This alternative is expected to require preventative mitigation measures similar to **MM-BIO-1** through **MM-BIO-4** proposed for the project, in order to reduce potentially significant impacts to biological resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar less than significant impacts to biological resources compared to the project. Cultural Resources and Tribal Cultural Resources As described above, this Alternative would be located within the same site as the proposed project. This alternative's building footprint would be approximately 56,000 square feet smaller than the proposed project. As a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance (development) area would be similar to the proposed project. Therefore, there would be similar potential to impact unknown cultural resources and TCRs on site, and this alternative would similarly require implementation of the City's standard cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** in order to reduce potentially significant impacts to cultural resources and TCRs to less than significance. With implementation of those mitigation measures this alternative would result in similar less than significant impacts to cultural resources and TCRs compared to the project. Traffic and Circulation This Alternative would introduce industrial uses to the same project site, similar to the proposed project, and would utilize the same access points and access restrictions as the proposed project. This alternative includes four buildings with a total building area of 497,822 sf that would include 133,824 sf of manufacturing use and 363,988 sf of warehousing. For purposes of the LTS study and trip generation calculations, mezzanine and office areas are merely ancillary to, and already included in the anticipated trip counts for, each of the primary uses. The project VMT analysis is based on the San Diego Regional Association of Governments (SANDAG) SB 743 Concept Map to

Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
		determine if the VMT/Employee exceeds the VMT impact threshold. The Concept Map is based on the location of the project and not the project trip generation. Therefore, this Multi-Building and Truck Bay Reduction alternative, although approximately 69,000 square feet smaller than the proposed project, would also have a less than significant VMT impact with implementation of mitigation measure MM-TRA-1. With implementation of this mitigation measure, this alternative would result in reduced, yet similar impacts to traffic and circulation compared to the project. 8.4.4.3 Relation to Project Objectives The Multi-Building and Truck Bay Reduction Alternative was prepared in response to comments received about the proposed project. This project alternative would meet most of the project objectives while lessening potentially significant impacts of the project The alternative's four-building site plan would total a building area of 497,822 SF (inclusive of mezzanine areas). The total alternative project footprint area would be 491,582 SF. This alternative would be approximately 69,083 square feet (approximately 1.58 acres) smaller than the proposed project. This alternative would reduce the number of truck bays from 114, as analyzed in the Draft EIR to 56 under this alternative. This alternative design places the truck bays on the east/west sides of the buildings and greatly reduces the number of bays visible from the existing homes to the north. The decrease in total building area in comparison to the proposed project would potentially reduce some impacts to biological and cultural resources; however, this reduction would not be substantial, and mitigation would still be required, as the overall disturbance area of this alternative would remain similar to the proposed project. This alternative would meet all proposed project objectives, with the exception of objective 3 (maximize the allowable use of an existing industrial zoned site that is compatible with the adjacent light industrial zoned sites and Oceanside Municipal Airport). While this alternative would develop industrial uses consistent with the existing land use and zoning designation for the site, it would not maximize the

Table 1-2. Summary of Changes to the Draft EIR

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This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP.
Although the Multi-Building and Truck Bay Reduction Alternative would meet all but one of the project objectives, it would not substantially reduce any potentially significant impacts identified under the proposed project to a less than significant level without mitigation.</td></tr>
<tr><td>8.5, Page 8-15</td><td>Table 8-1 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table 8-1, the No Project Alternative would eliminate all of the potentially significant impacts identified for the project. Therefore, of all the alternatives, the No Project Alternative would be the environmentally superior alternative. However, the No Project Alternative would not meet any of the project objectives. Further, CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.</td><td>Table 8-1 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table 8-1, the No Project Alternative would eliminate all of the potentially significant impacts identified for the project. Therefore, of all the alternatives, the No Project Alternative would be the environmentally superior alternative. However, the No Project Alternative would not meet any of the project objectives. Further, CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives. Please refer to Table 8-2 below, which shows a comparison of proposed alternative components in comparison to the project.</td></tr>
<tr><td>8.5, Page 8-16 & 8-17</td><td></td><td>Within Table 8-1. Comparative Summary of Alternatives Under Consideration and Proposed Project:

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Table 1-2. Summary of Changes to the Draft EIR

Section	Original Text	Proposed Change(s)
		Traffic and Circulation | LTSC (Reduced) Table 8-2. Comparison of Certain Components of Proposed Project and Alternatives

The City will consider certification of the Final EIR (14 CCR 15090). If the Final EIR is certified, the City may consider the project approval (14 CCR 15092). When deciding whether to approve the proposed project, among other evidence, the City will use the information provided in the Final EIR to consider potential impacts to the physical environment. The City will also consider all written comments received on the Draft EIR during the public review period in making its decision whether to certify the Final EIR as complete and compliant with CEQA and in making its determination whether to approve or deny the proposed project. Environmental considerations, as well as economic and social factors, if relevant, will be weighed by the City to determine the most appropriate course of action.

Prior to approving the proposed project, the City must make written findings and adopt a Statement of Overriding Considerations with respect to any significant and unavoidable environmental effect identified in the Draft EIR (14 CCR 15091, 15093). If the proposed project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within five working days after project approval (14 CCR 15094.)

Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR's evaluation of the proposed project's environmental effects in considering whether to approve or deny applicable permits.

1.4.5 Mitigation Monitoring and Reporting Program

CEQA requires that a lead agency "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (14 CCR 15097, 15091). The City, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required by the mitigation monitoring and reporting program.

1.5 Organization and Content of the Environmental Impact Report

This EIR is organized as follows:

- **Executive Summary.** This chapter outlines the proposed project and conclusions of the environmental analysis and provides a summary of the proposed project compared to the alternatives analyzed in the EIR. This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant project impact.
- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the EIR, the applicable environmental review process and procedures, and format and organization of the EIR.
- **Chapter 2, Environmental Setting.** This chapter describes the project location, physical environmental setting, and regulatory setting.

- **Chapter 3, Project Description.** This chapter provides a thorough description of the proposed project, including its location, characteristics, project objectives, and required discretionary actions.
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- **Chapter 5, Effects Found Not to Be Significant.** This chapter discusses the reasons in which various possible significant effects of a proposed project were determined not to be significant and were therefore not discussed in detail in the EIR.
- **Chapter 6, Cumulative Effects.** This chapter describes the potential cumulative effects of the project, including those effects described in both Chapter 4 and Chapter 5. Cumulative impact refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.
- **Chapter 7, Other CEQA Considerations.** This chapter addresses the proposed project's potential growth-inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable and provides an analysis of the significant irreversible changes in the environment that would result from the proposed project.
- **Chapter 8, Alternatives.** This chapter analyzes a reasonable range of potentially feasible alternatives to the proposed project that have the potential to reduce or avoid significant impacts associated with the proposed project.
- **Chapter 9, List of Preparers**. This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this EIR.
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2 Environmental Setting

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the environmental impact report (EIR) includes a brief description of the existing physical conditions at the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) site and the surrounding vicinity. This chapter also provides an overview of the regulatory setting on the project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the existing conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the EIR constitute the baseline conditions by which the significance of impacts will be determined.

2.1 Project Setting

2.1.1 Project Location

The 31.79-acre project site consists of three parcels located within in the central western portion of the City of Oceanside (City), in the northwestern portion of San Diego County (County) (Figure 3-1, Project Location). The project site is approximately 650 to 900 feet north of State Route 76, and approximately 140 feet north of the Oceanside Municipal Airport runway. The site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Rey River and recreational trail to the north, and vacant light industrial land to the east. Eddie Jones Way extends west from Benet Road providing vehicle access at the southwest corner of the site. The site also connects to the terminus of Alex Road in the northeast corner.

The project site is located on the U.S. Geological Service 7.5-minute San Luis Rey quadrangle map in Section 13, Township 11 South, Range 5 West (USGS 1968; USGS 2022). The project site comprises Assessor's Parcel Numbers 145-021-29-00, 145-021-030-00, and 145-021-032-00.

2.1.2 Site Background

The project site was previously developed with an approximately 172,300-square-foot industrial manufacturing building and associated improvements, including parking areas and ancillary infrastructure. The industrial building was originally constructed in 1966 as an L-shaped warehouse, and additional buildings were added over the years to support electrical manufacturing uses for Deutsch Co. Those improvements have been demolished and soil remediation has commenced, as described in Section 4.8, Hazards and Hazardous Materials, of this EIR. Eddie Jones Way roadway extends from Benet Road in the southwest corner of the site to Alex Road in the northeast corner of the site. The site also presently consists of vacant but disturbed land in the northern and western portions of the site. These previously disturbed areas support informal dirt pedestrian pathways and small shade structures and are vegetated with grasses, shrubs, and trees. In general, the property has been impacted by prior grading and construction associated with the previous industrial building and piecemeal improvements that were implemented since the site's original development in the 1960s. Refer to Section 4.4, Cultural Resources, of this EIR for more historical information.

2.1.3 Existing Land Uses

On-Site Land Uses

The project site is currently disturbed and previously developed, as shown in Figure 3-2, Project Site. The project site consists of remnants of the demolished, vacant industrial manufacturing building and includes Eddie Jones Way. The previous industrial building on site was constructed and occupied by Deutsch Co., a manufacturer of electrical and fiber optic connectors, until it was purchased in 2012 by TE Connectivity for similar electrical manufacturing uses. Use of the building ceased in 2012 with the closure of TE Connectivity. The site has not been used for any other purposes since that time, and in 2021, the property was sold to its current owner.

Surrounding Land Uses

Land uses in the vicinity of the project site primarily include industrial development, regional transportation infrastructure, and open space associated with the San Luis Rey River corridor. The site is bordered to the north by the San Luis Rey River Trail, a two-way asphalt bicycle and pedestrian path, which provides a buffer between the project site and single-family residential uses north of the San Luis Rey River. The site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Rey River and recreational trail to the north and vacant light industrial land to the east. The San Luis Rey River corridor includes a native habitat conservation area north of the site.

2.1.4 Existing Zoning Designations

The project site and adjacent properties to the east and west are currently zoned for IL (Limited Industrial).

City Zoning Ordinance Article 13 (Industrial Districts) outlines the regulations of the Inland Industrial Districts. As presented in Section 1310 of the Zoning Ordinance, the specific purposes of the industrial districts are as follows:

- Provide appropriately located areas consistent with the General Plan for a broad range of manufacturing and service uses.
- Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city and surrounding communities.
- Provide a suitable environment for various types of industrial uses, and protect them from the adverse impacts of inharmonious uses.
- Ensure that the appearance and effects of industrial uses are compatible with the character of the area in which they are located.
- Minimize the impact of industrial uses on adjacent residential districts.
- Ensure the provision of adequate off-street parking and loading facilities.

The additional purposes of the (IL) Limited Industrial District are as follows:

- IL Limited Industrial District. To provide areas appropriate for a wide range of (1) moderate to low-intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures and (2) commercial services and light manufacturing, and to protect these areas, to the extent feasible, from disruption and competition for space from unrelated retail uses or general industrial uses.

Adjacent areas to the north and northwest within the San Luis Rey River corridor and River Trail are zoned as OS (Open Space). The Oceanside Municipal Airport to the south is zoned as PS (Public and Semipublic). These zoning designations are described in detail in Section 4.10, Land Use and Planning, of this EIR.

2.1.5 Existing General Plan Land Use Designations

The project site and the immediately adjacent areas to the east, south, and west have a General Plan land use designation of Limited Industrial (LI) The areas to the north of the project site including the San Luis Rey River corridor and River Trail have a General Plan land use designation of Open Space.

2.2 Regional Setting

2.2.1 Climate

The local climate within the project area is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 75.9°F, with highs reaching 76.8°F on average during the months of July through September. The average wintertime low temperature is approximately 50.4°F, reaching as low as 48.5°F on average during November through March. Average precipitation in the local area is approximately 10.34 inches per year, with the bulk of precipitation falling November through March (WRCC 2021).

2.2.2 Air Basin

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District guidelines and regulations. The SDAB is one of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California, comprises the entire San Diego region, and covers approximately 4,260 square miles.

The climate of the San Diego region, as in most of Southern California, is influenced by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late-night and early-morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and minimal temperature variation year-round. The SDAB is characterized as a Mediterranean climate with dry, warm summers and mild, occasionally wet winters. Average temperatures range (in degrees Fahrenheit) from the mid-40s to the high 90s, with an average of 201 days warmer than 70°F. The SDAB experiences 9 to 13 inches of rainfall annually, with most of the region's precipitation falling from November through March, with infrequent (approximately 10%) precipitation during the summer. El Niño and La Niña patterns have large effects on the annual rainfall received in San Diego, in which San Diego receives less than normal rainfall during La Niña years.

Air quality standards have been set pursuant to the federal and state Clean Air Acts, which are referred to as the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in non-attainment of the federal and state ozone (O_3) air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O_3 concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County, which also raises the O_3 concentrations within the SDAB. Due to this

condition and the associated Clean Air Act requirements, Regional Air Quality Strategies have been developed to address reducing O_3 in the SDAB. Refer to Section 4.2, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

Soils in the project site primarily consist of quaternary young alluvial floodplain deposits. Generally, quaternary young alluvial floodplain deposits were encountered to the maximum-explored depth of about 95 feet below ground surface (Appendix E, Hydrology and Hydraulics Report). Refer to Section 4.6, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the project site is generally flat and previously graded. The unpaved areas of the project site primarily consist of disturbed habitat and non-native grassland. Elevations range from approximately 25 to 40 feet above mean sea level, with greater elevations occurring along the west side of the site.

2.2.5 Watersheds and Hydrology

The project site is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Subarea (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2021). The major surface waterbody in the vicinity of the project is the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River directly north of the project site flows approximately 2.5 miles until its confluence with the Pacific Ocean. Within this hydrologic subarea, downstream impaired 303(d) listed water bodies include the Pacific Ocean Shoreline and San Luis Rey River Mouth. The project is also located within the Lower San Luis Rey Valley Subbasin of the San Luis Rey Valley Groundwater Basin, which is identified as a very low priority subbasin under the Sustainable Groundwater Management Act (DWR 2022). The geotechnical investigation conducted for the project encountered groundwater at a depth between 7 and 7.5 feet below ground surface, corresponding to an elevation between 18.5 and 20 feet above mean sea level. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

The project site supports primarily two land covers, which include disturbed habitat (16.28 acres) and urban/developed (14.90 acres). No jurisdictional resources were mapped within the biological study area. The San Luis Rey River is located north of the San Luis Rey River Trail, which is situated on top of a levee, and is located outside the project site. Two special-status species were observed on the project site: orange-throated whiptail (*Aspidoscelis hyperythra*) and northern harrier (*Circus hudsonius*). Additional special-status wildlife species with high potential to occur within the biological study area include the San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*). No special-status plants were observed or have moderate or high potential to occur on site.

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department. The project site is situated in the western portion of the City in an area served by the Talone 320 Pressure Zone.

The existing public sewer system in the vicinity of the project consists of an 8-inch-diameter sewer line that extends north from Jones Road and traverses the Oceanside Municipal Airport, as well as an 8-inch force main along Foussat Road. The sewer lines in both Jones Road and Foussat Road flow south to connect to the 12-inch force main on Mission Avenue and then to the Mission Avenue Lift Station. From the Mission Avenue Lift Station, wastewater is conveyed north via a 12-inch force main and eventually treated to the secondary level at the San Luis Rey Wastewater Treatment Plant. Refer to Section 4.16, Utilities and Services Systems, for additional discussion about sewer and water utilities.

On-site drainage primarily flows to three different discharge locations from the property, one in the southwest corner to Benet Road, one in the northwest corner to the San Luis Rey River, and one in the northeast corner to the adjacent parcel. Runoff primarily flows through the site via sheet flow methods and through a private storm drain infrastructure that was constructed to support the site's prior uses. As such, runoff in the southwestern-most portion of the site between the toe of slope at the bottom of Benet Road and the flood levee is conveyed generally southwest to either existing public storm drain piping or on the surface to an existing storm drain inlet located adjacent the airport runway. This runoff collects in the storm drain within Benet Road before discharging to the San Luis Rey River downstream. From there, the river conveys drainage west to the outlet at the Pacific Ocean near Oceanside Harbor Beach. A majority of the site contained within the flood levee appears to drain on the surface towards a series of storm drain inlets located north of the previous development footprint. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.3 Applicable Planning Documents

The following describes local and regional planning documents applicable to the proposed project. Per CEQA Guidelines Section 15125, Environmental Setting, the environmental setting chapter of an EIR shall discuss any inconsistencies between the project and applicable General Plans, Specific Plans, and regional plans. Below is a summary of such regional and local plans, as well as a brief disclosure of any inconsistencies. Additional details regarding the consistency with applicable planning documents can be found in each individual environmental issue area section in this EIR, as noted below.

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan "for the physical development of the County or City, and of any land outside its boundaries which … bears relation to its planning" (California Government Code, Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (amended in 1986), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2013–2021 Housing Element adopted in August 2013), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses

for properties within the City. Objectives and policies established for each land use designation are described within the City's General Plan's Land Use Element (City of Oceanside 2002).

In 2019, the Oceanside City Council adopted Phase I of the General Plan Update, which included the Economic Development Element, Energy and Climate Action Element, and Climate Action Plan. Phase 2 of the General Plan Update will include updating of the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Public Safety, and Noise Elements. This planning process aims to revisit important planning elements last updated in 2002 (City of Oceanside 2021a). The Draft Revised Housing Element (2021–2029) was approved by the California Department of Housing and Development on August 18, 2023, and re-adopted by the City Council on September 13, 2023. Certification of the Housing Element is anticipated in September/October 2023. An EIR is being prepared for the City's General Plan Update, which will address all topic areas outlined in the CEQA Appendix G Environmental Checklist Form. The comment period for the scoping phase of the General Plan Update EIR ran from May 24 to June 23, 2021. The onwardoceanside.com website provides up-to-date information about the General Plan Update. Additionally, in June 2021 the City released five project background reports, the first major technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports, (1) Baseline Economic and Market Analysis; (2) Land Use and Community Resources; (3) Mobility; (4) Environmental Resources; and (5) Smart and Sustainable Corridors Background Report, provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports can also be found on the onwardoceanside.com website.

The proposed project would be consistent with the General Plan, as discussed further in in Section 4.10, Land Use and Planning.

2.3.2 City of Oceanside Zoning Ordinance

The City of Oceanside's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City (City of Oceanside 2021b).

2.3.3 Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) area. The North County MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County (SANDAG 2003). The North County MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP area—that will be permitted and implemented separately from one another. The Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) has been prepared, and although the Oceanside Subarea Plan has not been approved or implemented, it is used as a guidance document for projects in the City (City of Oceanside 2010). The project would be consistent with the MHCP. Refer to Section 4.3, Biological Resources, for additional discussion regarding the Oceanside Subarea Plan.

2.3.4 Regional Plans

In addition to the above City planning documents, the following regional plans are also applicable to the proposed project.

San Diego Association of Governments' San Diego Forward: The Regional Plan

The San Diego Association of Governments' (SANDAG) San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and feral mandates. These include an SCS, per California Senate Bill 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021). For additional information regarding the Regional Plan, refer to Sections 4.2, Air Quality; 4.7, Greenhouse Gases; 4.10, Land Use and Planning; and 4.14, Traffic and Circulation.

Regional Air Quality Plan

The San Diego Air Pollution Control District and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The Regional Air Quality Strategy (RAQS) for the SDAB was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). As discussed under Section 2.2.2 above, the SDAB is in non-attainment for O_3. The RAQS outlines the San Diego Air Pollution Control District's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from the California Air Resources Board and SANDAG, including mobile and area source emissions and information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The California Air Resources Board mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans (SANDAG 2017a, 2017b). The project would be consistent with the RAQS, considering the project complies with the General Plan and zoning designations for the site. For additional information regarding air quality plans, refer to Section 4.2, Air Quality.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

On May 8, 2013, the Regional Water Quality Control Board approved a regional municipal separate storm sewer system (MS4) permit that is applicable to local jurisdictions within San Diego, southern Orange, and southwestern Riverside Counties (Order No. R9-2013-0001). The regionwide National Pollutant Discharge Elimination System Permit (Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of water quality improvement plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the Regional Water Quality Control Board on February 12, 2016, and finalized in March 2016 (City of Oceanside et al. 2016). The WQIP includes strategies to improve water quality in receiving waterbodies. The project would comply with these strategies and would be consistent with this plan. For additional information water quality, refer to Section 4.9, Hydrology and Water Quality.

Oceanside Municipal Airport Land Use Compatibility Plan

The County's Regional Airport Authority develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration-approved Airport Layout Plan. The project site is entirely located within Review Area 1 of the Oceanside Municipal ALUCP.

3 Project Description

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). This chapter includes a statement of the project objectives, a general description of the project's technical, economic, and environmental characteristics, and a summary of the discretionary actions required to approve the project.

3.1 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that "include the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Redevelop an existing industrial land use that is already served by existing utilities, services, and street access, and within close proximity to existing transportation infrastructure.
2. Develop an employment-generating project that is consistent with the existing Light Industrial (LI) General Plan land use designation and Limited Industrial (IL) zoning designation for the property.
3. Maximize the allowable use of an existing industrial zoned site that is compatible with the adjacent light industrial zoned sites and Oceanside Municipal Airport.
4. Create a project that takes advantage of and enhances existing infrastructure, including the proximity to major regional transportation infrastructure such as State Route 76 and the Oceanside Municipal Airport.
5. Fulfill a demand for industrial and manufacturing uses in the City.
6. Ensure that siting and design of development adjacent to the San Luis Rey River corridor does not encroach upon the natural river habitat and considers floodplain management.
7. Develop the property in a manner that complies with the development, intensity, noise, use and other restrictions imposed by the Oceanside Municipal Airport Land Use Compatibility Plan.

3.2 Project Overview and Major Components

The proposed project site is 31.79 acres and consists of a vacant site with remnants of the previous industrial manufacturing building (APN 145-021-29-00, 145-021-030-00, and 145-021-032-00). The site is located in the Airport Neighborhood Area of the City of Oceanside, California. The proposed project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the Highway 76 corridor. The property was previously occupied by an approximate 172,300 square foot industrial manufacturing facility which was vacated in the summer of 2021 and demolished in 2022.

The project site is zoned IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). Surrounding areas to the project site are zoned Limited Industrial (to the south, east, and west), Open Space (OS) (San Luis Rey River corridor adjacent north of project site), and residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District) (north of the project site on the north side of the San Luis Rey River). Additional

Light Industrial and Commercial zones are located alongside Highway 76, which is less than a mile south of the project site. Please refer to Figure 2-3, Zoning Designations in Chapter 2, Environmental Setting, of this EIR.

The proposed project includes development of a new 566,905 square- foot warehouse and distribution facility on the 31.79-acre project site. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space and 39,170 square feet of office area designated as a single building that could support multi-tenant occupancies. Separate office areas (with ground level and mezzanine level space) are planned at all four corners of the facility with associated warehouse/ industrial space, adjacent parking, and access areas to facilitate multiple users. Development of the proposed project would include associated landscaping, stormwater features, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Loading bays are proposed on the north and south sides of the building with a total of 114 truck terminals. Access to the project site would be maintained and improved as necessary with existing access points from Alex Road at the northeast corner, and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point. The Benet Road entry would incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.

The proposed project has been designed to maintain a 100-foot buffer (50-foot biological buffer, plus a 50-foot planning buffer) from the edge of the San Luis Rey River riparian habitat as designated in the City of Oceanside Subarea Plan (SAP). This buffer is located along the northern edge of the property. Although the San Luis Rey River Trail and embankment runs through the buffer area forming a hard boundary between the project site and the river habitat areas, the proposed project structures and parking/circulation areas have been designed and located to specifically avoid the biological and planning buffers. The portion of the 100-foot-wide buffer area located on the project site would be replanted with native coastal species. Additionally, the project would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan.

The approvals required for the project include a Conditional Use Permit, Development Plan, and a request for a variance to allow small height increases for portions of the flood wall design to surround the property. Approvals and requested variance for development standards are further outlined below in Section 3.3 Discretionary Actions and Approvals.

After preparation and release of the public review Draft EIR, in response to public feedback and ongoing communication between the City and applicant regarding community concerns about the number of truck bays proposed, the applicant submitted a modified project design that would reduce the number of truck bays on site from 114 to 57. The EIR continues to analyze the initial project proposal which included 114 truck bays. Thus, the EIR presents a more conservative analysis of the project's impacts. The modified project design reduces the number of truck bays compared to the initial project design analyzed in this Draft EIR by half. The modified project plans with the reduced 57 truck bay count will be presented by City staff to the Planning Commission for consideration as the proposed project.

3.2.1 Land Uses

The proposed industrial project includes industrial uses within a 31.79-acre project site. The project also includes supporting facilities, including office space and distribution facilities. The property is zoned Limited Industrial (IL), corresponding with the City of Oceanside's General Plan designation of Light Industrial (LI). As described above, surrounding areas are zoned Limited Industrial (to the south, east, and west), Open Space (OS) (San Luis Rey River

corridor adjacent north of project site) and residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District) (north of the project site on the north side of the San Luis Rey River).

The proposed project design accounts for required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan. The project proposes one larger multi-tenant facility centrally located on-site, rather than multiple buildings situated throughout the site, in adherence to airport airspace constraints on height and location of buildings. The proposed building, and parking and circulation areas are designed to avoid the Runway Protection Zone (RPZ), which extends across the southwest corner of the project site.

Proposed land uses on the project site are further discussed in detail in Chapter 4.10 Land Use of this EIR.

3.2.2 Architectural Design

The proposed building is designed in a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, significant window elements and facade details to create visual interest on all four building elevations. The project proposes a cohesive design while distinguishing office and warehouse components. Complementary materials, finishes, and colors would be coordinated across all building elevations. Neutral colors would be features with vertical and horizontal accent banding integrated with canopy elements to enhance and break up the wall expanses. Prominent design elements incorporated into the project include painted tilt-up concrete panels with horizontal and vertical scoring; off-set and articulated horizontal concrete panels; color variations in panels to offset wall expanses; recessed concrete banding; metal/concrete canopies; large, tinted window elements with clear anodized aluminum mullions and horizontal structural elements; clerestory windows above service docks; and concrete screen walls adjacent to loading bays.

Façade design details would be incorporated to reduce the visual appearance of building elements over 36-feet in height and greater than 200-feet in length. Color variations are proposed for portions of vertical panels located at upper wall areas near the roofline. These wall sections would feature a lighter ‘off-white’ panel color to complement and offset from the primary darker ‘gray’ background color features on the building facades. Horizontal ‘off-white’ accent panel banding is also incorporated into these upper façade areas along with clerestory windows integrated with metal panel surroundings. Vertical undulations would also be incorporated at the top of the parapet wall areas, adding reveals to provide façade interest. These coordinated design elements would serve to visually break the mass of the building as viewed from surrounding areas. Additional details and analysis related to architectural design can be found in Chapter 4.1, Aesthetics.

All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding open space areas and improve dark sky regulation compliance.

3.2.3 Landscaping

Landscaping on site is proposed to enhance open spaces and soften the overall site environment. Plant materials have been selected for their appropriateness to scale and suitability for use throughout the site. Tree and shrub plantings are designed to enhance key site and architectural elements and to screen the perimeter edges of the project area.

Landscaping along the Benet Road frontage and Alex Road connection would provide upgraded streetscapes and project site entries. Additional planting areas around the project site perimeter and throughout the on-site parking

areas would be designed to complement project architecture while exceeding tree canopy and impervious surface area requirements for the site. A variety of perimeter tree species are proposed including, California Sycamore, Coast Live Oak, and Bay Laurel. Shade and accent tree species planned along perimeter and interior site areas include Desert Willow, Chilean Mesquite, California Laurel, and Willow Acacia.

Landscape areas located along the northern site boundary would be designed to buffer loading, parking and circulation activities on site. A variety of perimeter, shade and accent trees (24" – 36" boxes) are planned along the entire north boundary to form a prominent screening feature for the site. Additional employee parking and landscaping areas would be located near the center of the building's north façade and along the north boundary of the parking field. These areas would provide additional tree landscaping which would buffer views of the building loading bays and associated activities. Existing tree and shrub vegetation growth within the San Luis Rey riverbed and along its northern bank also provides a natural landscape screen and serves to buffer views to the site from the residential neighborhood located to the north.

As described above, the project would maintain the 50-foot biological buffer and 50-foot planning buffer as required from the edge of the San Luis Rey River riparian habitat. The buffer area is adjacent to the San Luis Rey River Trail embankment and would be replanted with native coastal species. A perimeter wall would also be incorporated around the boundary of the entire project site as a flood protection feature. The wall would be a solid decorative masonry block wall system that would complement the adjacent landscaping to serve as screening around the perimeter of the site.

3.2.4 Circulation, Access, and Parking

3.2.4.1 Vehicular Circulation and Access

The project site is currently served by the existing network of nearby roads, including Alex Road, Eddie Jones Way, Benet Road, Foussat Road, and Highway 76. Primary access to the project site is currently provided via Alex Road on the east side of the project site, with a secondary access point to Benet Road on the west. These access points would be improved to full commercial driveway standards and maintained with the proposed project. Tractor/trailer/truck ingress/egress would be designated for and limited to the Benet Road access drive. Benet Road connects directly to Highway 76, located approximately 1,000 feet southwest of the site. Alex Road connects the project site to Highway 76 via Foussat Street, located southeast of the project site. Highway 76 provides a direct route to Interstate 5 located approximately 1.7 miles to the west.

Internal circulation through the project site would consist of a system of vehicular drives and pedestrian walkways providing access around the entire building and serving parking areas throughout the site. Drives surrounding the building are designed at a 35-foot minimum width to provide for required fire department access adjacent to the proposed 45-foot-high structure.

The project would connect to the existing sidewalk system in the area and improve pedestrian connections to surrounding properties. A sidewalk is proposed from the project access on Alex Road north to connect with the San Luis Rey River Trail right-of-way (a distance of approximately 50 feet). The project also proposes to construct a sidewalk along the project frontage on Benet Road from Eddie Jones Way, north to the San Luis Rey River access path (a distance of approximately 600 feet)

3.2.4.2 Parking

The project would include 590 parking spaces to accommodate both employee and visitor parking. Parking would be distributed throughout the site to meet the needs of the proposed office and warehouse uses. 60 tractor/truck/trailer parking stalls would be provided along the northern and southern portion of the site oriented with the planned loading bays as part of the warehouse and distribution uses. The planned number of loading bays and trailer stalls would be minimized on the northern side of the facility adjacent to the San Luis Rey River area. Sixty-seven (67) loading bays would be incorporated along the southern side of the facility with 33 trailer stalls opposite the truck dock area along the southern boundary of the site adjacent to the airport runway; while 47 loading bays are designed on the north side of the building with 27 trailer stalls opposite the truck dock area situated along the northern edge of the project site.

3.2.4 Public Utilities

Water and Sewer Facilities

Water and sewer facilities are connected to the site which served the previous industrial use on-site and extend within the OMA area and Benet Road right-of-way. The project would connect to the existing water and sewer utilities with on-site systems designed as required to fully serve the proposed development.

Site Drainage

The proposed site design includes a new storm water conveyance system on-site, which would consist of ribbon gutters, curb and gutter, and a detention vault system. The vault system incorporates modular wetlands for treatment and a force main pump to convey storm water to the existing storm drain located in Benet Road.

Dry Utilities

The project would connect to existing dry utilities. Electricity and natural gas would be provided by San Diego Gas & Electric (SDG&E). The project would connect to existing electrical lines and natural gas pipeline within existing roadways adjacent to the project site.

3.2.5 Project Design Features

The proposed project would implement both construction-related and operational project design features (PDFs) intended to reduce emissions of criteria air pollutants and toxic air contaminants (TACs). The proposed project would implement **PDF-AQ-1**, **PDF-AQ-2**, ~~and~~ **PDF-GHG-1**, and **PDF-GHG-2** as follows.~~:~~ Additionally, although not required to support the CEQA analysis or significance conclusions for the project, in response to a public comment request the project applicant has agreed to include **PDF-AQ-3,** which covers applicable measures found in the California Department of Justice Warehouse Project Best Practices document (DOJ 2022).

PDF-AQ-1: Require the cargo handling equipment including forklifts (forklifts and pallet jacks) and yard tractors for facility operation to be electric powered operation.

PDF-AQ-2: Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites two times per day, depending on weather conditions. Construction of

Project components would be subject to SDAPCD Rule 55 – Fugitive Dust Control. Compliance with Rule 55 would limit fugitive dust that may be generated during grading and construction activities.

PDF-AQ-3: The applicant will incorporate the following applicable California Department of Justice Warehouse Project Best Practices measures as part of project construction and operation:

- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area
- Forbidding idling of heavy equipment for more than 3 minutes
- Keeping on site and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 grams per liter
- Providing information on transit and ridesharing programs and services to construction employees
- Forbidding trucks from idling for more than 3 minutes and requiring operators to turn off engines when not in use
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to the California Air Resources Board (CARB), the local air district, and the building manager
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible
- Running conduit to designated locations for future electric truck charging stations
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25% or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks
- Posting signs at every truck exit driveway providing directional information to the truck route
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also requiring facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request
- Requiring tenants to enroll in the U.S. Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers

- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets

PDF-GHG-1: Photo-voltaic (PV) systems will be installed on the building to meet 50% of forecasted electricity demand, consistent with the City of Oceanside Climate Action Plan.

PDF-GHG-2: The applicant will participate in one of San Diego Gas & Electric's services for non-residential development such as the Comprehensive Audit Program or the Facility Assessment Service Program, no sooner than 1 year and no later than 2 years after initial building occupancy.

3.2.5.1 Sustainability

In addition to the project's infill location, the project would include several sustainability design features to reduce potential energy and water usage, and reduce potential greenhouse gas emissions. The proposed sustainability features include:

1. Electric vehicle parking
2. Photo-voltaic system installed on the building roof top
3. Drought-tolerant landscaping and water efficient irrigation system

3.2.5.2 Way-finding Signage

Signage will include all code-required signage, and additional internal wayfinding signage as required. Signage would include but is not limited to, wayfinding, truck terminal numbering or lettering, emergency exit signage, and branding signage. The project would also include signage at the project entrance identifying to motorists that the project site is private/not a through street, as well as signage within the site to identify parking and truck routing.

Furthermore, signs will be placed around the site near trash containers reminding people to pick up and throw away their trash properly. All trash cans will have secure lids to prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and kept closed.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the project would occur over approximately 12 months. Construction is anticipated to begin in 2024. The anticipated sequence of construction is as follows, with some phases overlapping:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The proposed project development would generally maintain the existing grades and landform of the project site. The San Luis Rey levee embankment and Benet Road right-of-way are elevated approximately 8-12 feet above the proposed site grades and building pad elevations maintaining a berm effect around the northern and western edges of the project site. Approximately 60,000 cubic yards of raw cut and 40,000 cubic yards or raw fill would be required

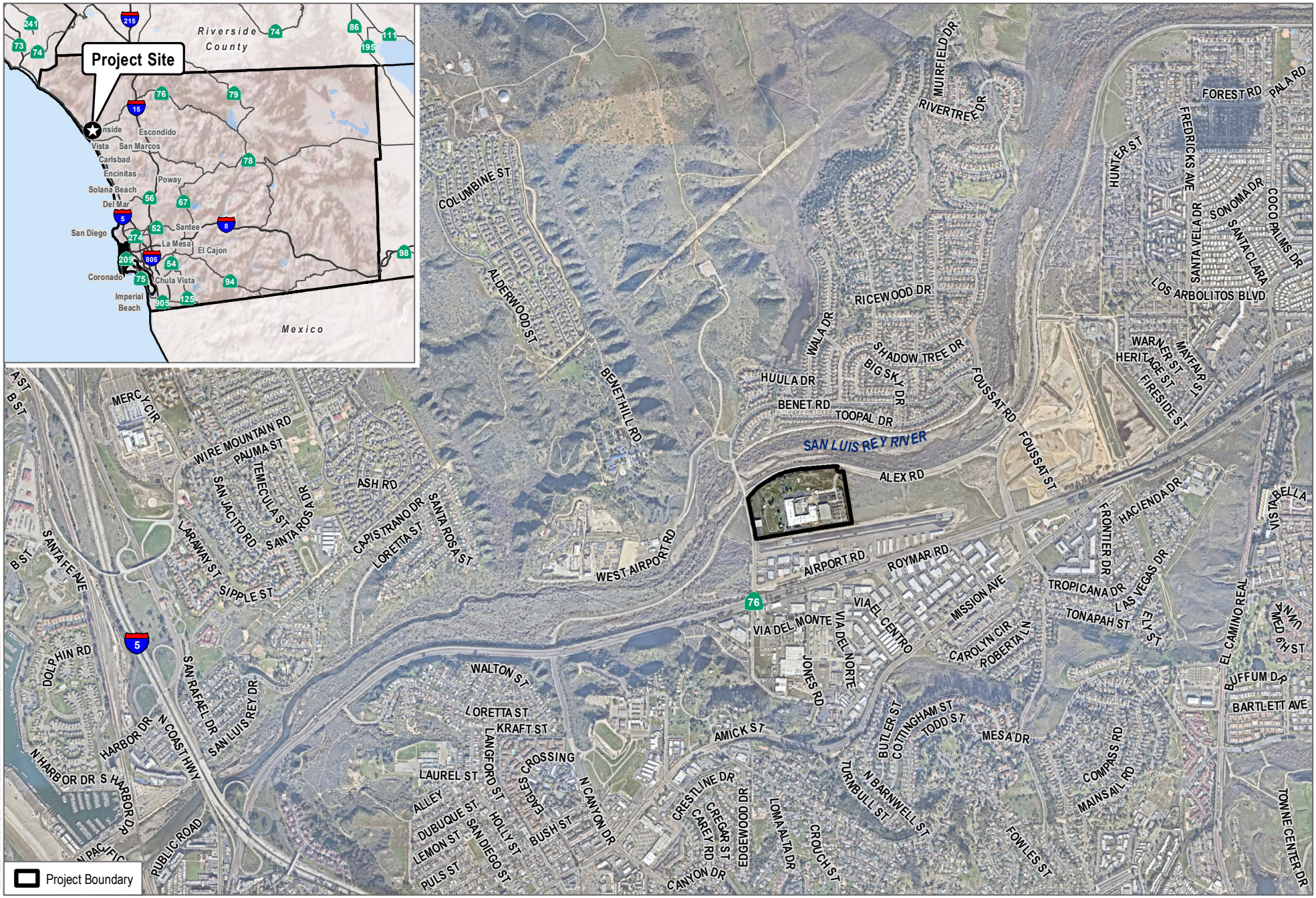
for the site development, resulting in a net export amount of 20,000 cubic yards. This is necessary to allow for the proposed building pad, parking and circulation areas.

Construction is proposed to occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to comply with Section 6.25 of the City's Code of Ordinances (City of Oceanside 2019).

3.3 Discretionary Actions and Other Approvals

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Site Development Plan, which will present specific lot configurations for the site. The Development Plan application will address the complete redevelopment of the project site. The project proposes establishment of Wholesaling, Distribution, and Storage Facilities over 50,000 square feet in floor area, as well as Trucking Terminals with more than 6 heavy trucks on the premises at one time. Wholesaling, Distribution, and Storage Facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district pursuant to Section 1320(L-11) of the Zoning Ordinance. Additionally, Wholesaling, Distribution, and Storage Facilities with more than 6 heavy trucks on the premises at one time are considered Trucking Terminals pursuant to Section 415(I)(1) of the Zoning Ordinance. Trucking Terminals also require approval of a Conditional Use Permit to be established in the IL Zoning District pursuant to Section 1320 of the Zoning Ordinance. Furthermore, a Variance is also requested to allow small height increases for portions of the flood wall designed to surround the property.

The City will use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. The City may also use this EIR in its consideration of any future development proposal, together with any additional or supplemental information or CEQA analysis as may be required. Other responsible and/or trustee agencies (including, but not limited to, the Department of Toxic Substances Control) can use this EIR and supporting documentation in their decision-making process to issue additional approvals.



SOURCE: SANGIS 2020, 2022

DUDEK

FIGURE 3-1

Project Location

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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SOURCE: SANGIS 2020, 2022

DUDEK

0 100 200 Feet

FIGURE 3-2

Project Site

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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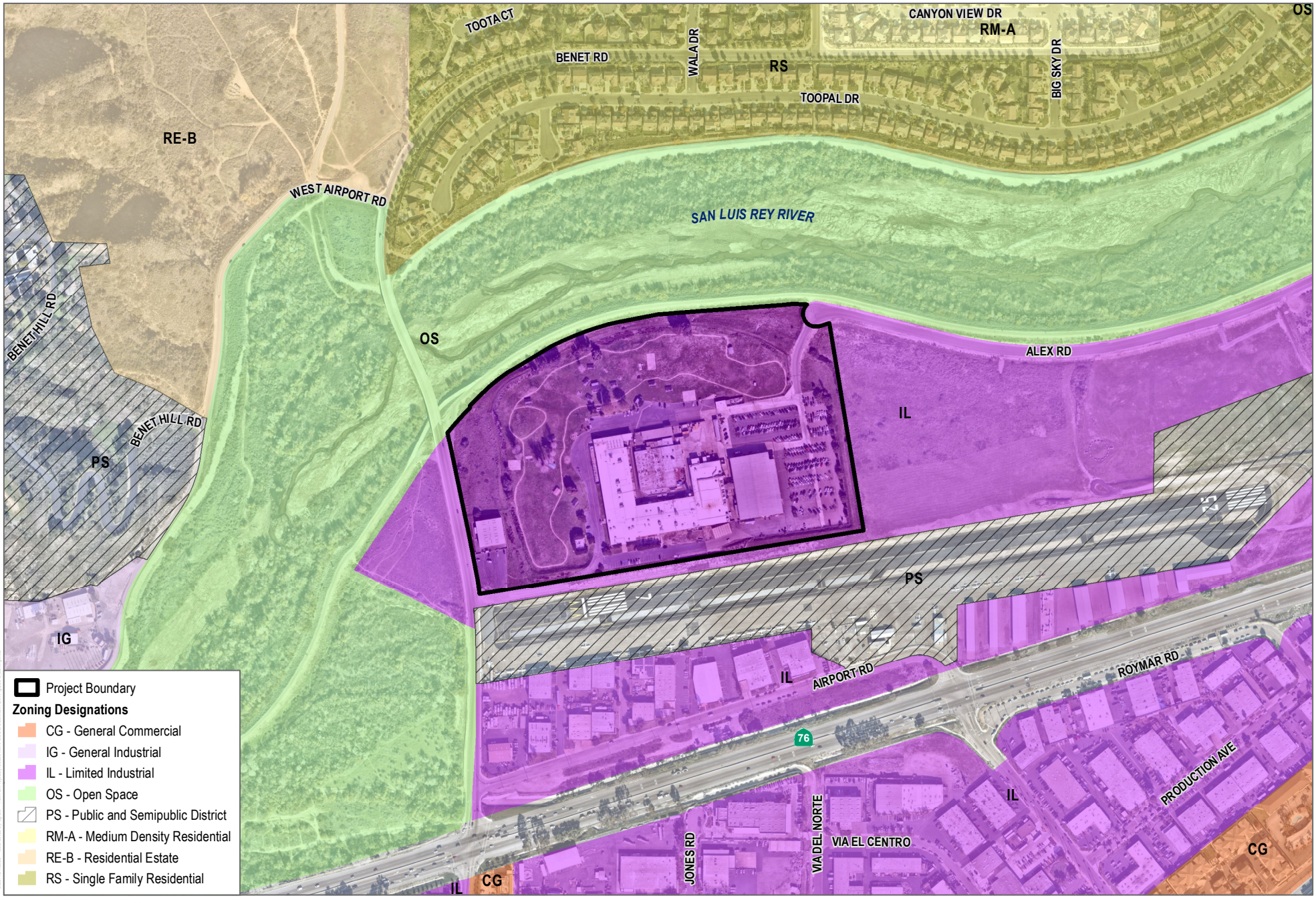

SOURCE: City Oceanside; SANGIS 2020, 2022

DUDEK

0 250 500 Feet

FIGURE 3-3

Existing and Proposed Zoning Designations

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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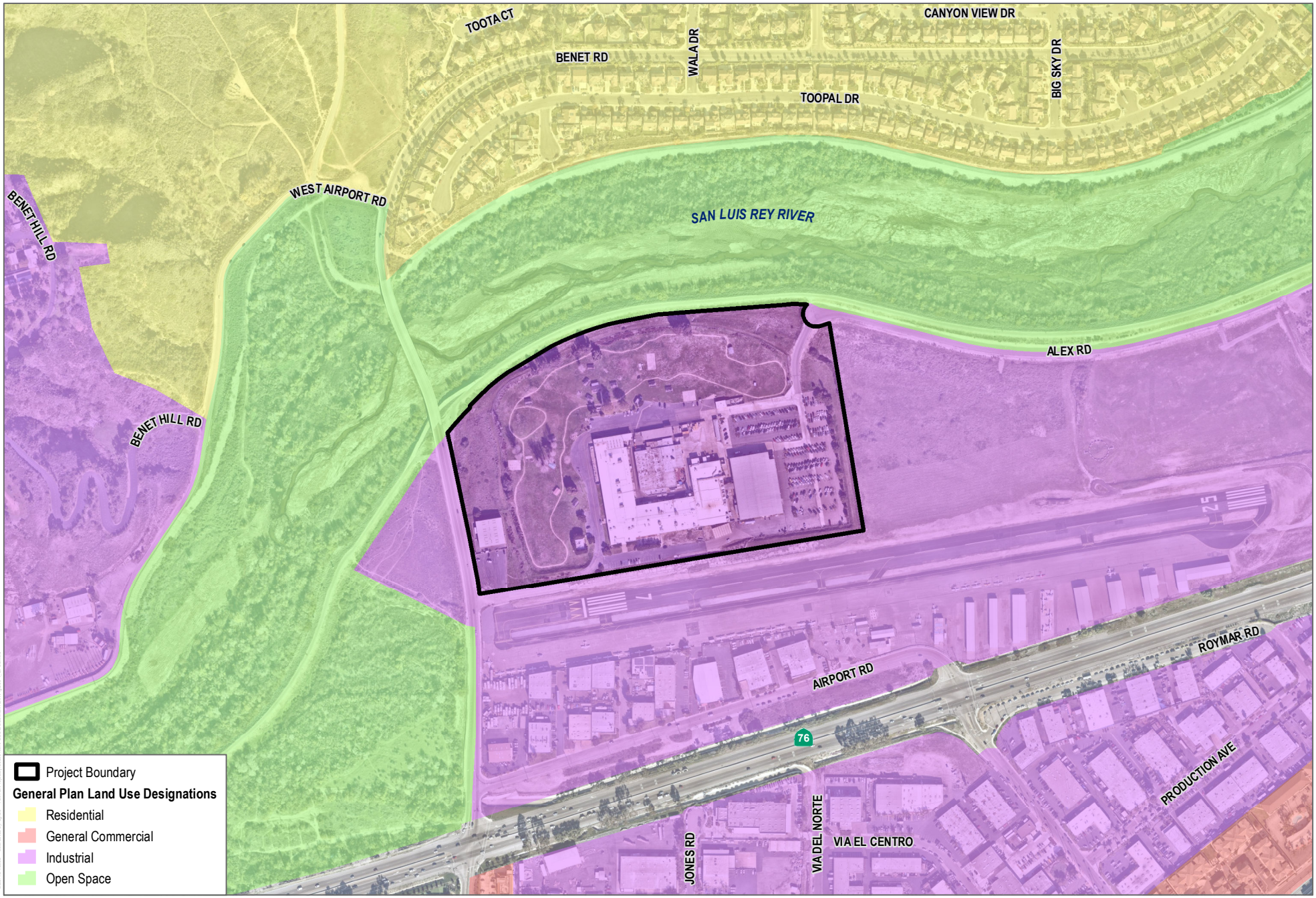

SOURCE: City Oceanside; SANGIS 2020, 2022

DUDEK

0 250 500 Feet

FIGURE 3-4

Existing and Proposed General Plan Land Use

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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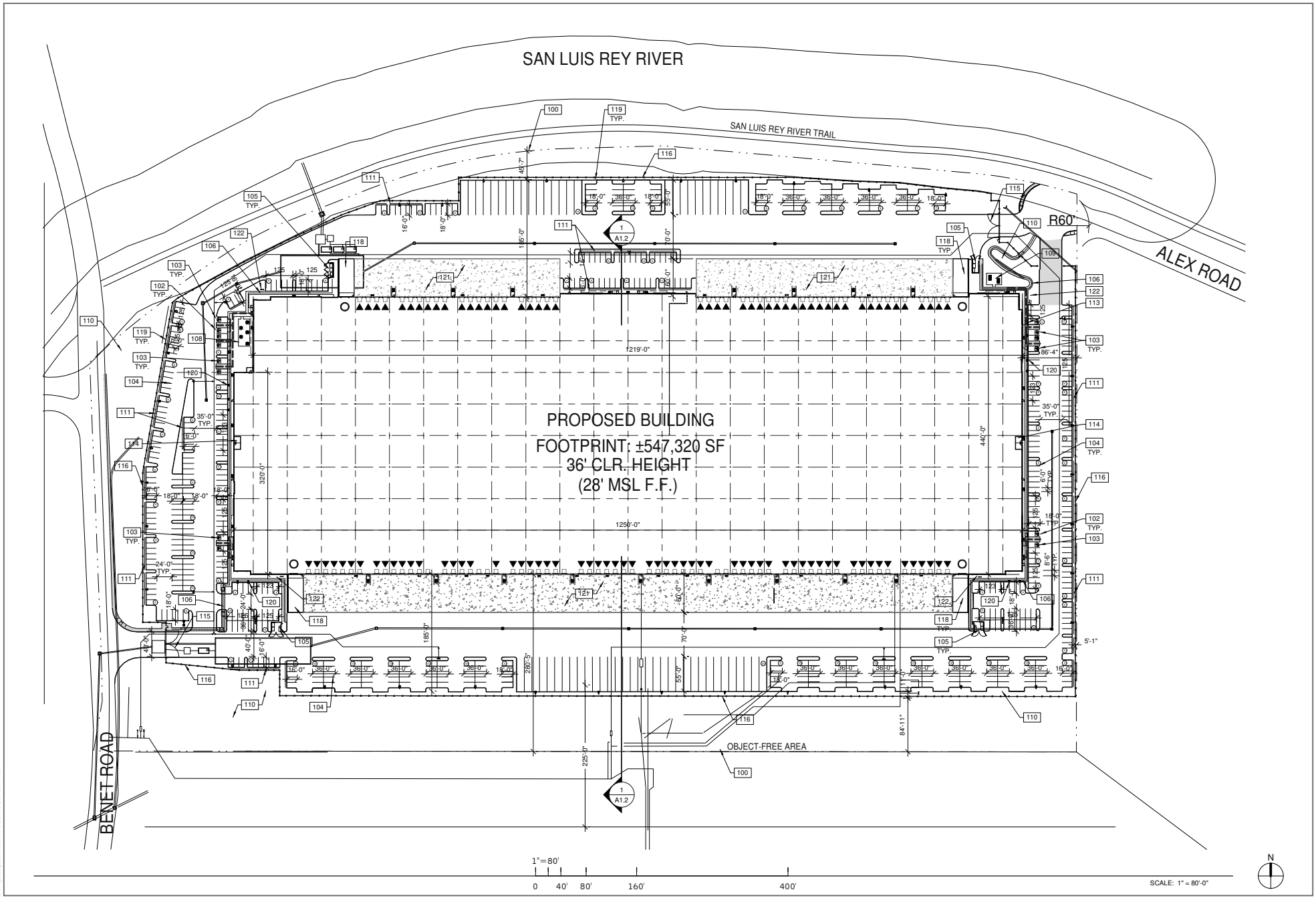

FIGURE 3-5

Site Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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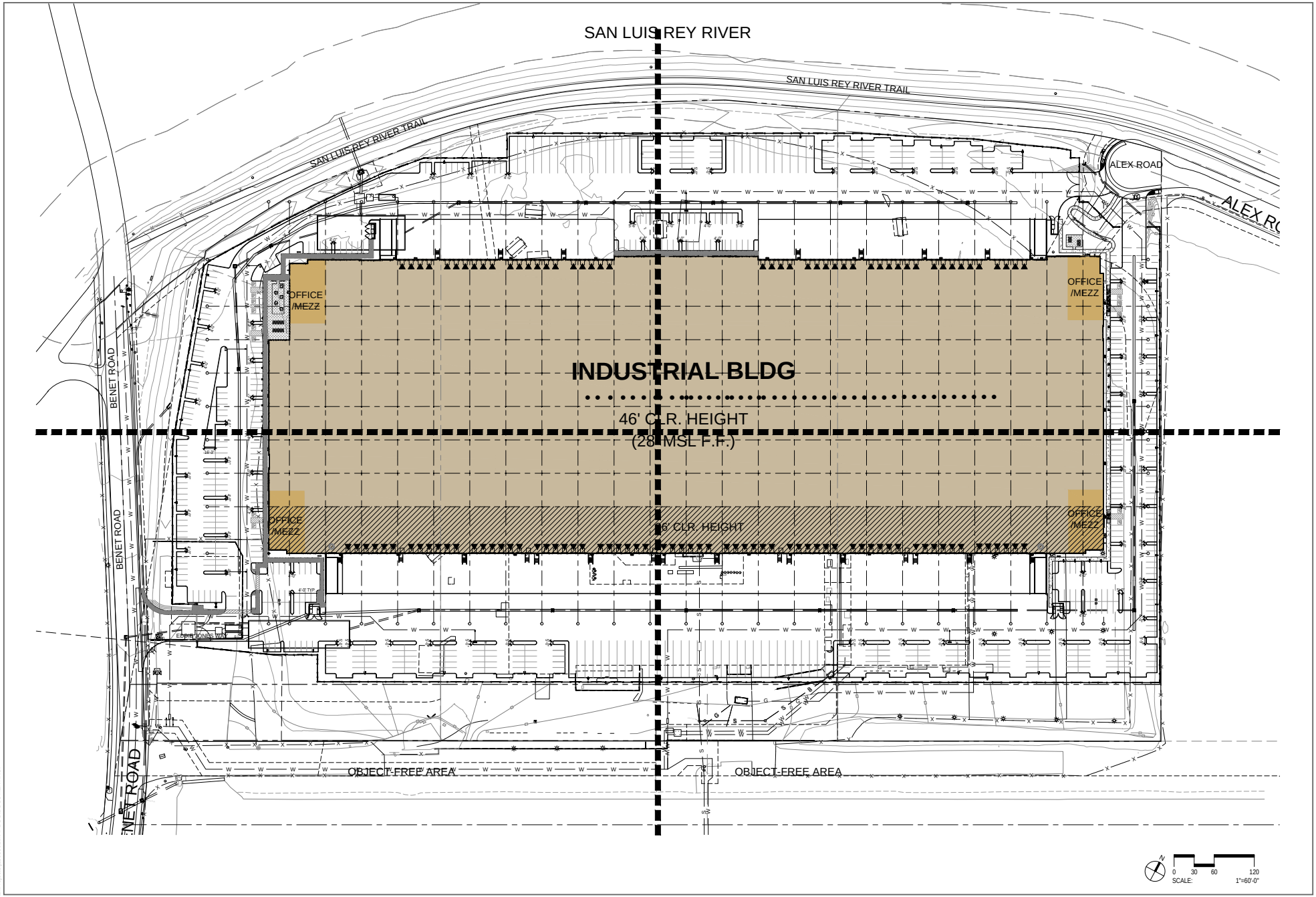

FIGURE 3-6

Conceptual Landscape Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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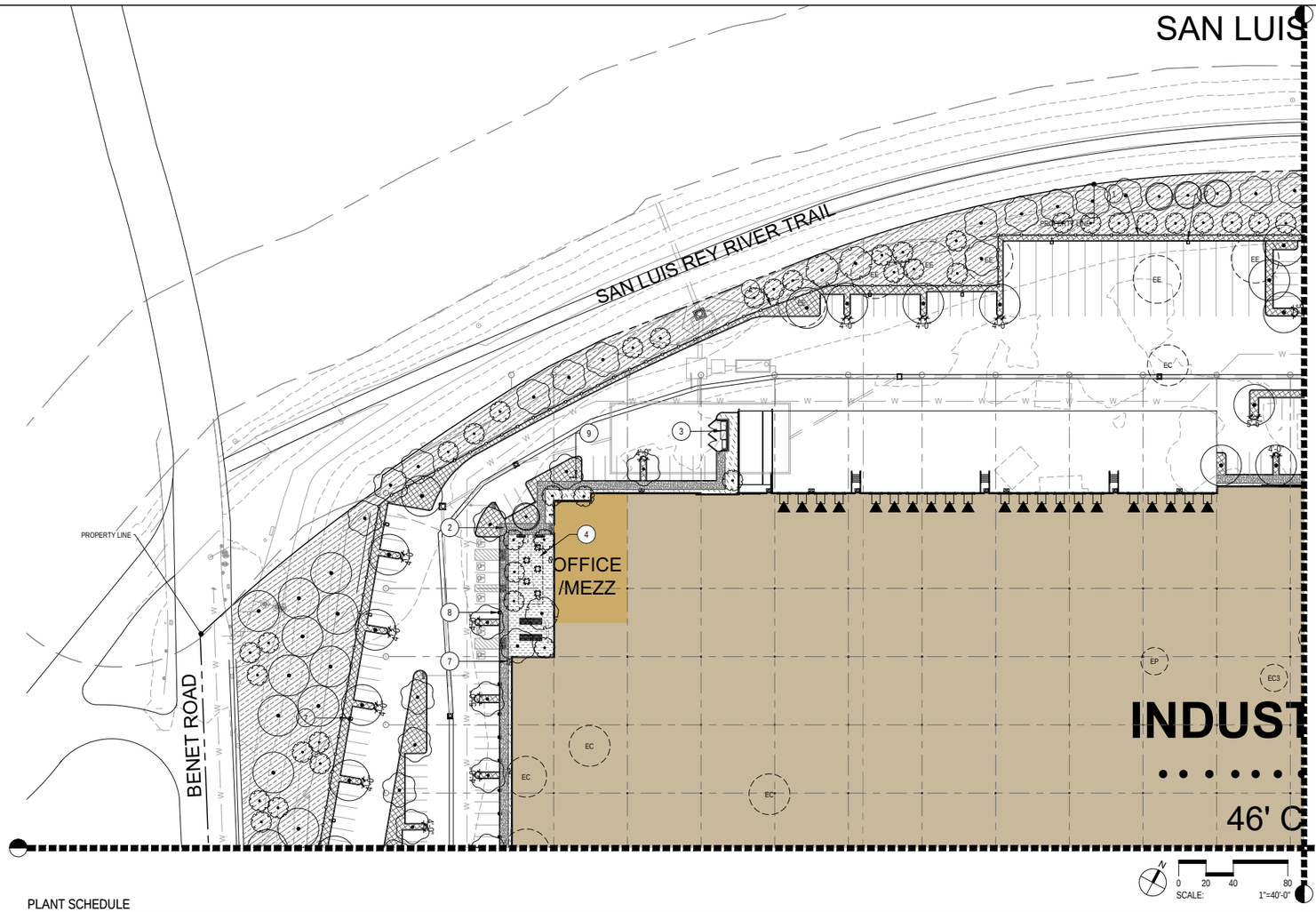

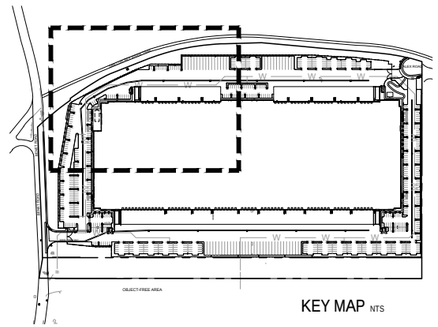

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	PERIMETER TREE (24"BOX - 36" BOX)
	PLATANUS MEXICANA / MEXICAN SYCAMORE
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
	POPULUS FREMONTII / FREMONT COTTONWOOD
	QUERCUS AGRIFOLIA / COAST LIVE OAK
	QUERCUS ENGELMANNII / ENGELMANN OAK
	SALIX LASIOLEPIS / ARROYO WILLOW
	UMBELLULARIA CALIFORNICA / BAY LAUREL
	ACCENT/SHADE TREE (24" BOX.-36" BOX)
	50% - 24" BOX & 50% - 36" BOX
	ALBIZIA JULIBRISSIN / SILK TREE
	CHILOPSIS LINEARIS / DESERT WILLOW
	CHITALPA TASHKENTENSIS / CHITALPA
	JACARANDA MIMOSIFOLIA / JACARANDA MULTI-TRUNK
	PROSOPIS CHILENSIS / CHILEAN MESQUITE
	QUERCUS AGRIFOLIA / COAST LIVE OAK MULTI-TRUNK
	TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
	ULMUS PARVIFOLIA / LACEBARK ELM
	UMBELLULARIA CALIFORNICA / CALIFORNIA LAUREL
	VERTICAL ACCENT TREE/SCREEN TREE (24" BOX)
	ACACIA SALICINA / WILLOW ACACIA
	ACACIA STENOPHYLLA / SHOESTRING ACACIA
	CEDRUS DEODARA / DEODAR CEDAR
	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS
	HYMENOSPORUM FLAVUM / SWEETSHADE
	LYONOTHAMNUS FLORIBUNDUS / CATALINA IRONWOOD
	PINUS ELDARICA / AFGHAN PINE
	PINUS TORREYANA / TORREY PINE
	TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
	TRISTANIA CONFERTA / BRISBANE BOX

	SMALL ACCENT TREES/VERTICAL ACCENT PALM
	15 GAL. - 24" BOX
	ARBUTUS X / ARBUTUS MULTI-TRUNK
	ARCTOSTAPHYLOS X / MANZANITA
	CERCIS CANADENSIS 'FOREST PANSY' TM / FOREST PANSY REDBUD MULTI-TRUNK
	CERCIS OCCIDENTALIS / WESTERN REDBUD MULTI-TRUNK
	CORDYLINE X / CORDYLINE
	CYATHEA COOPERI / AUSTRALIAN TREE FERN
	DRACAENA ALETRIFORMIS / DRAGON TREE
	GINKGO BILOBA / MAIDENHAIR TREE
	LAGERSTROEMIA INDICA / CRAPE MYRTLE
	MELALEUCA ARMILLARIS / DROOPING MELALEUCA
	OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE
	SPECIMEN TREE (48"BOX-60"BOX)
	QUERCUS ENGELMANNII / ENGELMANN OAK

SHRUB AREAS	BOTANICAL / COMMON NAME
	SLOPE PLANTING (1 GAL.-5GAL.)
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	ALOE SPP. / ALOE
	BACCHARIS PILULARIS / COYOTE BRUSH
	BOUTELOUA GRACILIS / BLUE GRAMA GRASS
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
	CAREX MORROWII / JAPANESE SEDGE
	CARISSA MACROCARPA / NATAL PLUM
	CEANOTHUS CYANEUS / SAN DIEGO CEANOTHUS
	CHONDROPETALUM ELEPHANTINUM / LARGE CAPE RUSH
	CISTUS X SKANBERGII / CORAL ROCKROSE
	EPILOBIUM CANUM / CALIFORNIA FUCHSIA
	ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT
	FESTUCA IDAHOENSIS / IDAHO FESCUE
	GERANIUM SPP. / GERANIUM
	HETEROMELES ARBUTIFOLIA / TOYON
	LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE
	MIMULUS AURANTIACUS / STICKY MONKEYFLOWER
	MYRICA CALIFORNICA / PACIFIC WAX MYRTLE
	RHAMNUS CALIFORNICA / CALIFORNIA COFFEEBERRY
	ROSA CALIFORNICA / CALIFORNIA WILD ROSE
	SALVIA SPP. / SALVIA SPECIES
	BUILDING FOUNDATION PLANTING
	50% 1 GAL. & 50% 5 GAL.
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	AGAVE AMERICANA / CENTURY PLANT
	AGAVE ATTENUATA / AGAVE
	AGAVE DESMETTIANA / DWARF CENTURY PLANT
	ALOE SPP. / ALOE
	ASPARAGUS DENSIFLORUS / ASPARAGUS FERN
	BACCHARIS SAROTHROIDES / DESERTBROOM BACCHARIS
	BOUTELOUA GRACILIS / BLUE GRAMA GRASS
	BROMELIA BALANSAE / HEART OF FLAME BROMELIAD
	BUXUS SPP. / BOXWOOD
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS
	CHLOROPHYTUM COMOSUM / SPIDER PLANT
	CUPHEA IGNEA / CIGAR PLANT
	DASYLIRION LONGISSIMUM / TOOTHLESS DESERT SPOON
	DIANELLA SP. / FLAX LILY
	DODONAEA VISCOSA / HOPSEED BUSH
	FURCRAEA FOETIDA 'MEDIOPICTA' / MAURITIUS HEMP
	HESPERALOE PARVIFLORA / RED YUCCA
	HEUCHERA SP. / CORAL BELLS
	LANTANA SP. / CHAPEL HILL YELLOW LANTANA
	LAVANDULA SP. / LAVENDER
	LEPTOSPERMUM SCOPARIUM / NEW ZEALAND TEA TREE
	LIGUSTRUM JAPONICUM / JAPANESE PRIVET
	LOMANDRA LONGIFOLIA / MAT RUSH
	LONICERA JAPONICA / JAPANESE HONEYSUCKLE
	LOROPETALUM CHINENSE / CHINESE FRINGE FLOWER
	MIMULUS SPP. / MONKEYFLOWER
	MYRICA CALIFORNICA / PACIFIC WAX MYRTLE
	PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS
	PHILODENDRON XANADU / XANADU PHILODENDRON
	PHORMIUM TENAX / NEW ZEALAND FLAX
	PITTOSPORUM SPP. / PITTOSPORUM
	POLYSTICHUM MUNITUM / WESTERN SWORD FERN
	ROSA CALIFORNICA / CALIFORNIA WILD ROSE
	ROSMARINUS OFFICINALIS / ROSEMARY
	RUSSELIA EQUISETIFORMIS / FIRECRACKER PLANT
	SALVIA SP. / SALVIA SPECIES
	PARKING LOT PLANTING (1 GAL.-5GAL.)
	CARISSA MACROCARPA / NATAL PLUM
	DIETES GRANDIFLORA / FORTNIGHT LILY
	LIGUSTRUM JAPONICUM 'TEXANUM' / TEXAS JAPANESE PRIVET
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	SENECIO SERPENS / BLUE CHALKSTICKS
	TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE
	VERBENA PERUVIANA / PERUVIAN VERBENA

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	PROPOSED FLOOD WALL OR FENCE PER CIVIL	

SYMBOL	DESCRIPTION	QTY
2	PROPOSED PCC SIDEWALK PER CIVIL	5,515 SF
3	PROPOSED TRASH ENCLOSURE PER ARCH.	
4	PROPOSED OUTDOOR SEATING AREA - STABILIZED DECOMPOSED GRANITE	3,425 SF
5	PROPOSED CONCRETE RAMP PER CIVIL	
6	PROPOSED FENCE AND GATE PER ARCH.	
7	LIGHT PER ELECTRICAL	
8	EV CHARGING PER ARCHITECT	
9	BIKE RACK	

SOURCE: Ware Malcomb, 2023

FIGURE 3-6A

Conceptual Landscape Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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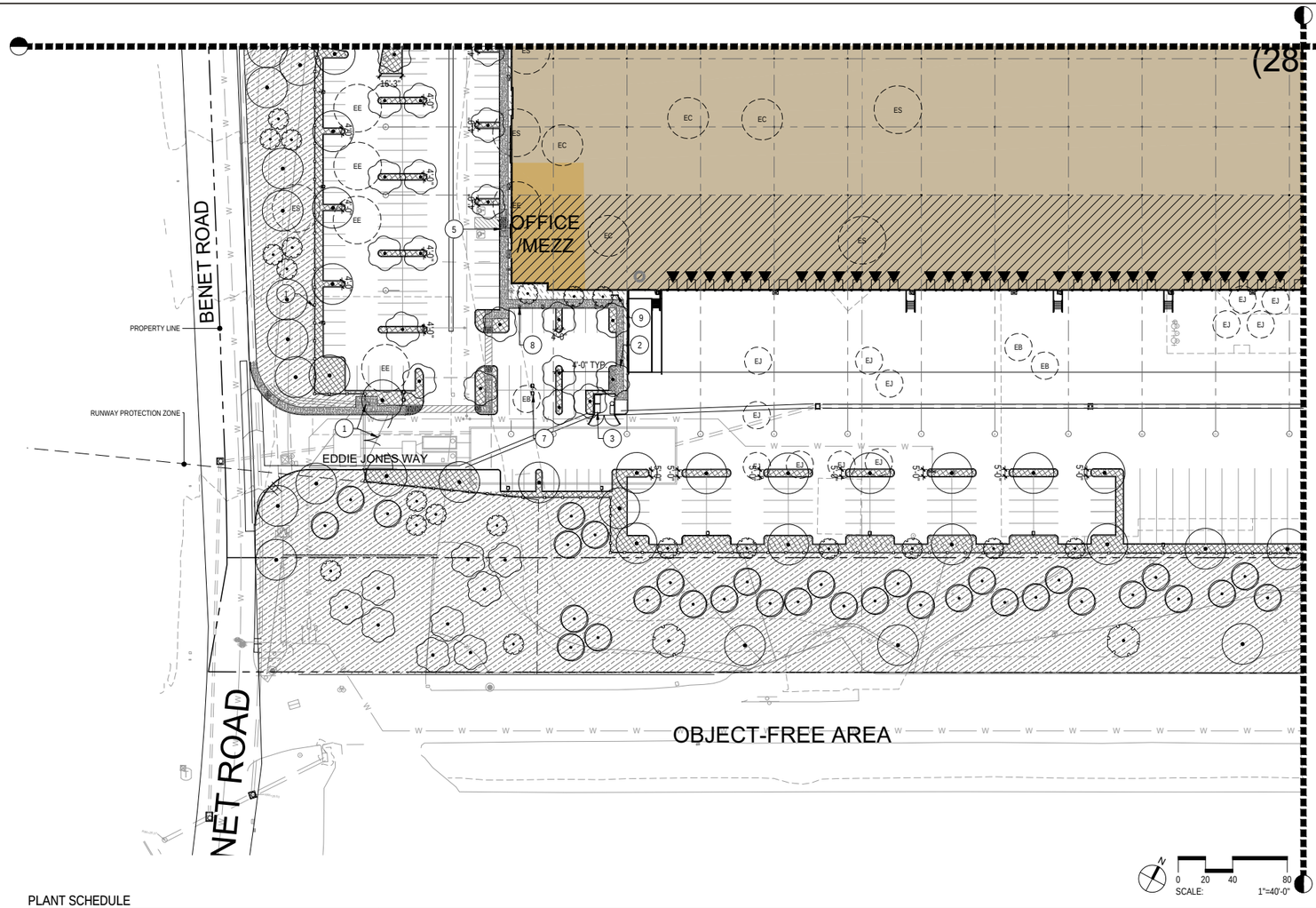

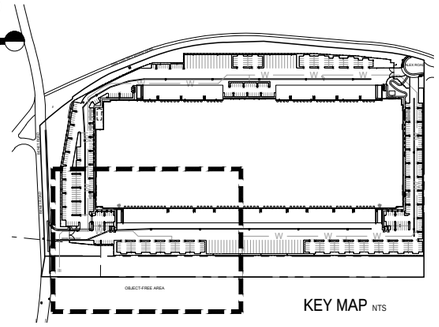

PLANT SCHEDULE

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	QUERCUS ENGELMANNII / ENGELMANN OAK
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	UMBELLULARIA CALIFORNICA / BAY LAUREL
	ACCENT/SHADE TREE (24" BOX.-36" BOX)
	50% - 24" BOX & 50% - 36" BOX
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	PINUS TORREYANA / TORREY PINE
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	CERCIS OCCIDENTALIS / WESTERN REDBUD MULTI-TRUNK
	CORDYLINE X / CORDYLINE
	CYATHEA COOPERI / AUSTRALIAN TREE FERN
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	ERIOGONUM FASCICULATUM / CALIFORNIA BUCKWHEAT
	FESTUCA IDAHOENSIS / IDAHO FESCUE
	GERANIUM SPP. / GERANIUM
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	ROSMARINUS OFFICINALIS / ROSEMARY
	RUSSELIA EQUISETIFORMIS / FIRECRACKER PLANT
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	TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE
	VERBENA PERUVIANA / PERUVIAN VERBENA

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	PROPOSED FLOOD WALL OR FENCE PER CIVIL	

SYMBOL	DESCRIPTION	QTY
2	PROPOSED PCC SIDEWALK PER CIVIL	5,515 SF
3	PROPOSED TRASH ENCLOSURE PER ARCH.	
4	PROPOSED OUTDOOR SEATING AREA - STABILIZED DECOMPOSED GRANITE	3,425 SF
5	PROPOSED CONCRETE RAMP PER CIVIL	
6	PROPOSED FENCE AND GATE PER ARCH.	
7	LIGHT PER ELECTRICAL	
8	EV CHARGING PER ARCHITECT	
9	BIKE RACK	

SOURCE: Ware Malcomb, 2023

FIGURE 3-6B

Conceptual Landscape Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

DUDEK

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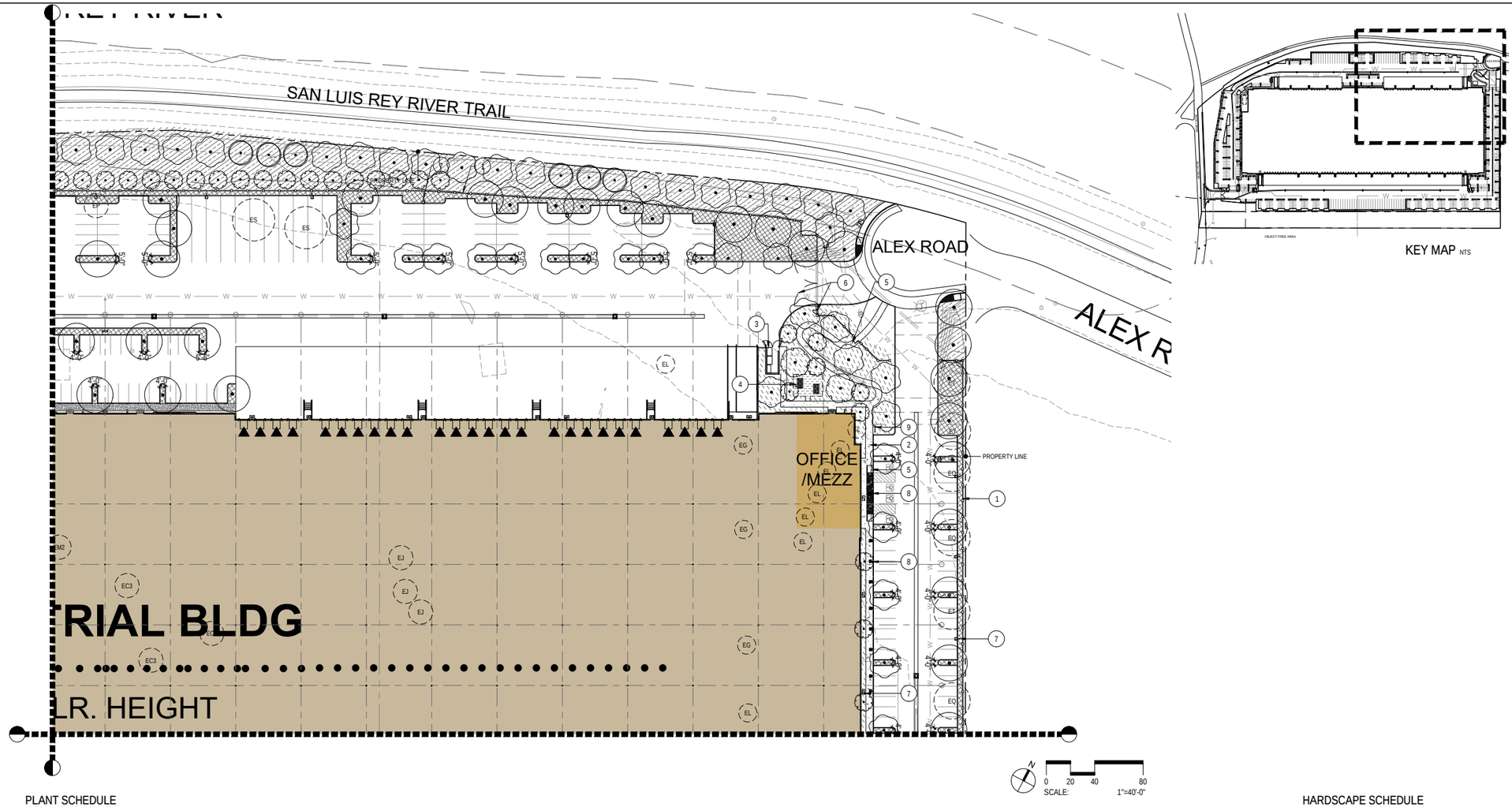

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	PERIMETER TREE (24"BOX - 36" BOX)
	PLATANUS MEXICANA / MEXICAN SYCAMORE
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
	POPULUS FREMONTII / FREMONT COTTONWOOD
	QUERCUS AGRIFOLIA / COAST LIVE OAK
	QUERCUS ENGELMANNII / ENGELMANN OAK
	SALIX LASIOLEPIS / ARROYO WILLOW
	UMBELLULARIA CALIFORNICA / BAY LAUREL
	ACCENT/SHADE TREE (24" BOX.-36" BOX)
	50% - 24" BOX & 50% - 36" BOX
	ALBIZIA JULIBRISSIN / SILK TREE
	CHILOPSIS LINEARIS / DESERT WILLOW
	CHITALPA TASHKENTENSIS / CHITALPA
	JACARANDA MIMOSIFOLIA / JACARANDA MULTI-TRUNK
	PROSOPIS CHILENSIS / CHILEAN MESQUITE
	QUERCUS AGRIFOLIA / COAST LIVE OAK MULTI-TRUNK
	TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
	ULMUS PARVIFOLIA / LACEBARK ELM
	UMBELLULARIA CALIFORNICA / CALIFORNIA LAUREL
	VERTICAL ACCENT TREE/SCREEN TREE (24" BOX)
	ACACIA SALICINA / WILLOW ACACIA
	ACACIA STENOPHYLLA / SHOESTRING ACACIA
	CEDRUS DEODARA / DEODAR CEDAR
	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS
	HYMENOSPORUM FLAVUM / SWEETSHADE
	LYONOTHAMNUS FLORIBUNDUS / CATALINA IRONWOOD
	PINUS ELDARICA / AFGHAN PINE
	PINUS TORREYANA / TORREY PINE
	TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
	TRISTANIA CONFERTA / BRISBANE BOX

	SMALL ACCENT TREES/VERTICAL ACCENT PALM
	15 GAL. - 24" BOX
	ARBUTUS X / ARBUTUS MULTI-TRUNK
	ARCTOSTAPHYLOS X / MANZANITA
	CERCIS CANADENSIS `FOREST PANSY` TM / FOREST PANSY REDBUD MULTI-TRUNK
	CERCIS OCCIDENTALIS / WESTERN REDBUD MULTI-TRUNK
	CORDYLINE X / CORDYLINE
	CYATHEA COOPERI / AUSTRALIAN TREE FERN
	DRACAENA ALETRIFORMIS / DRAGON TREE
	GINKGO BILOBA / MAIDENHAIR TREE
	LAGERSTROEMIA INDICA / CRAPE MYRTLE
	MELALEUCA ARMILLARIS / DROOPING MELALEUCA
	OLEA EUROPAEA `SWAN HILL` TM / SWAN HILL OLIVE
	SPECIMEN TREE (48"BOX-60"BOX)
	QUERCUS ENGELMANNII / ENGELMANN OAK

SHRUB AREAS	BOTANICAL / COMMON NAME
	SLOPE PLANTING (1 GAL.-5GAL.)
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	ALOE SPP. / ALOE
	BACCHARIS PILULARIS / COYOTE BRUSH
	BOUTELOUA GRACILIS / BLUE GRAMA GRASS
	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / KARL FOERSTER FEATHER REED GRASS
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	GERANIUM SPP. / GERANIUM
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	RHAMNUS CALIFORNICA / CALIFORNIA COFFEEBERRY
	ROSA CALIFORNICA / CALIFORNIA WILD ROSE
	SALVIA SPP. / SALVIA SPECIES
	BUILDING FOUNDATION PLANTING
	50% 1 GAL. & 50% 5 GAL.
	ACHILLEA MILLEFOLIUM / COMMON YARROW
	AGAVE AMERICANA / CENTURY PLANT
	AGAVE ATTENUATA / AGAVE
	AGAVE DESMETTIANA / DWARF CENTURY PLANT
	ALOE SPP. / ALOE
	ASPARAGUS DENSIFLORUS / ASPARAGUS FERN
	BACCHARIS SAROTHROIDES / DESERTBROOM BACCHARIS
	BOUTELOUA GRACILIS / BLUE GRAMA GRASS
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	CUPHEA IGNEA / CIGAR PLANT
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	DIANELLA SP. / FLAX LILY
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	LONICERA JAPONICA / JAPANESE HONEYSUCKLE
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	MIMULUS SPP. / MONKEYFLOWER
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	PHILODENDRON XANADU / XANADU PHILODENDRON
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	PITTOSPORUM SPP. / PITTOSPORUM
	POLYSTICHUM MUNITUM / WESTERN SWORD FERN
	ROSA CALIFORNICA / CALIFORNIA WILD ROSE
	ROSMARINUS OFFICINALIS / ROSEMARY
	RUSSELIA EQUISETIFORMIS / FIRECRACKER PLANT
	SALVIA SP. / SALVIA SPECIES
	PARKING LOT PLANTING (1 GAL.-5GAL.)
	CARISSA MACROCARPA / NATAL PLUM
	DIETES GRANDIFLORA / FORTNIGHT LILY
	LIGUSTRUM JAPONICUM 'TEXANUM' / TEXAS JAPANESE PRIVET
	PHORMIUM TENAX / NEW ZEALAND FLAX
	SENECIO SERPENS / BLUE CHALKSTICKS
	TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE
	VERBENA PERUVIANA / PERUVIAN VERBENA

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	PROPOSED FLOOD WALL OR FENCE PER CIVIL	

SYMBOL	DESCRIPTION	QTY
2	PROPOSED PCC SIDEWALK PER CIVIL	5,515 SF
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7	LIGHT PER ELECTRICAL	
8	EV CHARGING PER ARCHITECT	
9	BIKE RACK	

SOURCE: Ware Malcomb, 2023

FIGURE 3-6C

Conceptual Landscape Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

DUDEK

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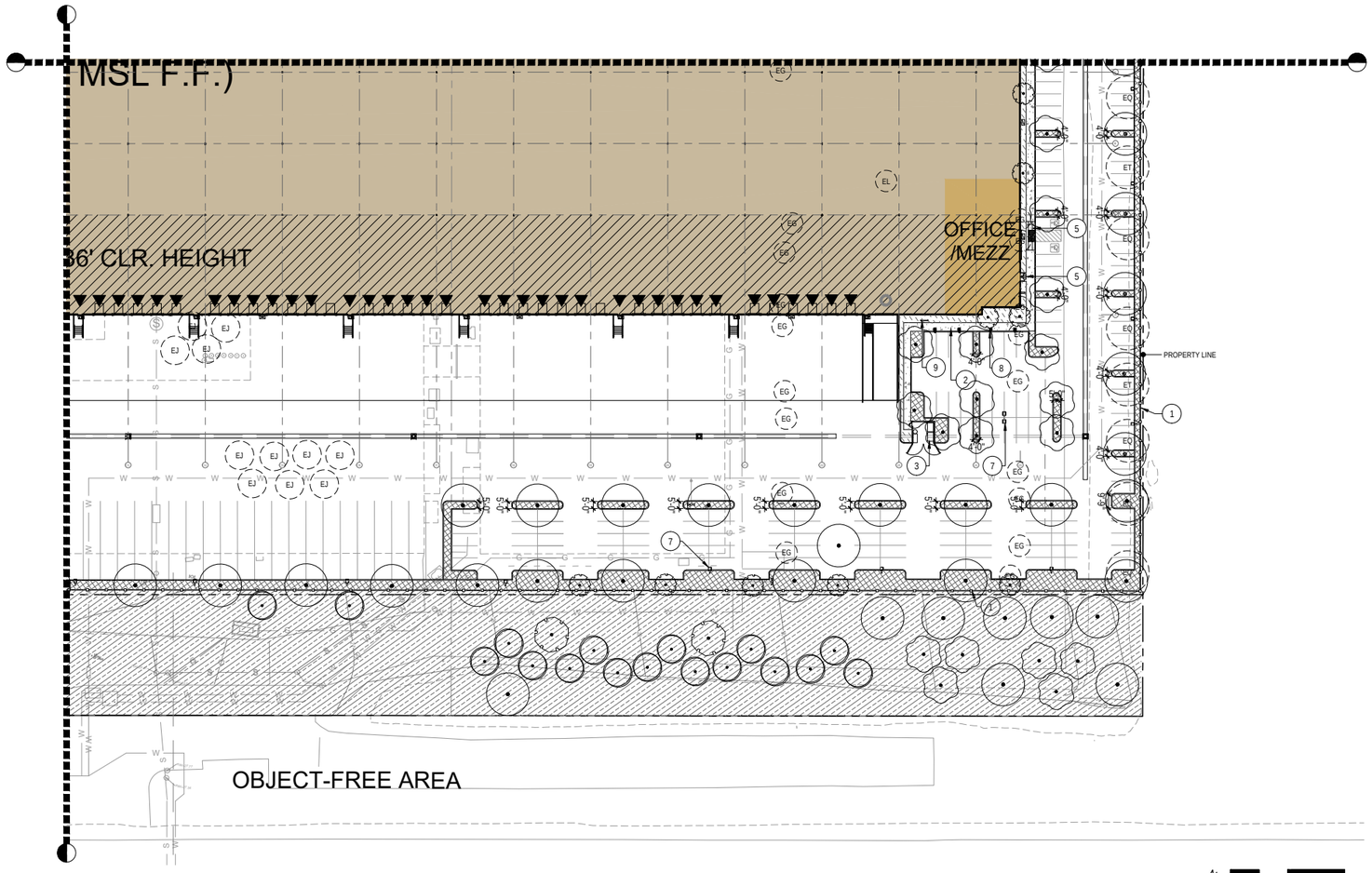

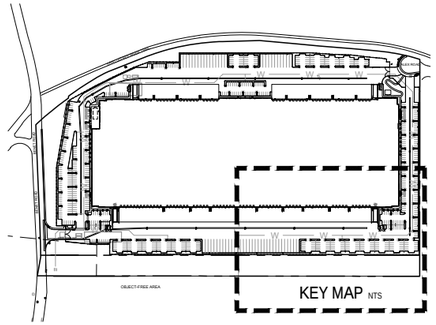

N

0 20 40 80

SCALE: 1"=40'-0"

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
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	POPULUS FREMONTII / FREMONT COTTONWOOD
	QUERCUS AGRIFOLIA / COAST LIVE OAK
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	TRISTANIA CONFERTA / BRISBANE BOX

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	SENECIO SERPENS / BLUE CHALKSTICKS
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	PACHYCEREUS MARGINATUS / TOTEM POLE CACTUS
	PHILODENDRON XANADU / XANADU PHILODENDRON
	PHORMIUM TENAX / NEW ZEALAND FLAX
	PITTOSPORUM SPP. / PITTOSPORUM
	POLYSTICHUM MUNITUM / WESTERN SWORD FERN
	ROSA CALIFORNICA / CALIFORNIA WILD ROSE
	ROSMARINUS OFFICINALIS / ROSEMARY
	RUSSELIA EQUISETIFORMIS / FIRECRACKER PLANT
	SALVIA SP. / SALVIA SPECIES

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY
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SYMBOL	DESCRIPTION	QTY
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6	PROPOSED FENCE AND GATE PER ARCH.	
7	LIGHT PER ELECTRICAL	
8	EV CHARGING PER ARCHITECT	
9	BIKE RACK	

SOURCE: Ware Malcomb, 2023

DUDEK

FIGURE 3-6C

Conceptual Landscape Plan

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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4.1 Aesthetics

This section describes the existing visual conditions, identifies associated regulatory requirements, evaluates potential impacts related to aesthetics, and establishes mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project).

4.1.1 Existing Conditions

Regional Setting

The project site is located in the coastal zone of northern San Diego County, within the City of Oceanside (City). The City encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Camp Pendleton to the north, the City of Vista and County of San Diego to the east, and the City of Carlsbad to the south. The City has approximately 4 miles of shoreline, including a public marina, a 2,000-foot-long pier, and public beaches (City of Oceanside 2022). Most of the City is developed, with eastern Oceanside characterized by single-family houses on curving streets and cul-de-sacs, intermixed with canyon and hillside open spaces. Park, commercial, and institutional (schools and churches) uses occur within and around the residential uses.

Project Setting

The proposed project site is 31.79 acres and consists of a vacant site with remnants of the previous industrial manufacturing building that occupied the site that was vacated in summer 2021 and demolished in 2022. The project site is located in the Airport Neighborhood Planning Area of the City of Oceanside, California. The proposed project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Rey River and recreational trail to the north, and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the State Route (SR-) 76 corridor (see Figure 3-1, Project Location).

The project site was previously graded and is currently relatively flat. Elevations on site range from approximately 25 feet above mean sea level to 40 feet above mean sea level. The proposed project site supports disturbed habitat, as well as parking lots and urban/developed land in the site's southeastern and southwestern areas. The San Luis Rey River runs parallel to the project site in an east–west direction, just north of the project site.

Direct views of the existing project site are available at a distance from the backyards and second stories of residences off Toopal Drive, across the San Luis Rey River; the bike/pedestrian trail along the project site's northern boundary; Benet Road; and Oceanside Municipal Airport.

The area surrounding the project site is largely developed. Surrounding land uses in the vicinity of the project site primarily include residential development to the north, Oceanside Municipal Airport to the south, open space to the west, and Limited Industrial-zoned parcels to the east. Additional Light Industrial and Commercial zones are located alongside SR-76, which is less than a mile south of the project site.

Prior to the previous industrial manufacturing building being vacated, associated artificial lighting was used for operations. Currently, the building has been demolished and does not utilize any lighting. Lighting in the immediate area consists of airport lighting associated with Oceanside Municipal Airport, motorists' lights from Benet Road and SR-76, lighting from nearby commercial and light industrial uses, and lighting from the residential community to the north.

Scenic Vistas

A scenic vista is typically defined as a panoramic view or vista from an identified view/vista point, public road, public trail, public recreational area, or scenic highway. Potential scenic views from private properties are not under consideration in this analysis, as it is not required by the City. The City of Oceanside General Plan Environmental Resource Management Element (City of Oceanside 2002a) identifies natural scenic open space as a valuable scenic resource that contributes to the visual landscape and should be preserved. Such resources include the Pacific Ocean, Buena Vista Lagoon, the San Luis Rey River, and Guajome Regional Park. Relative to the project site, the Pacific Ocean is approximately 2.5 miles west; the Buena Vista Lagoon is approximately 3 miles southwest; the San Luis Rey River is immediately adjacent to the project site to the north; and Guajome Regional Park is approximately 5.5 miles east of the project site. No designated scenic vistas are located within the project area.

Scenic Routes

According to the California Department of Transportation Scenic Highway Map, the project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2023). The nearest officially designated state scenic highway, SR-52 as it travels adjacent to Mission Trails Regional Park (approximately from Santo Road in San Diego to Mast Boulevard in Santee), is located approximately 27 miles to the south of the project site. Interstate 5, approximately 2 miles to the west of the project site, and SR-76, approximately 0.2 miles to the south of the project site, are the nearest eligible state scenic highways to the project site, although they are not designated state scenic highways (Caltrans 2023). Due to distance, intervening terrain, landscaping, and existing development, the project site is not visible from SR-52 or Interstate 5, and the majority of the project site is shielded from SR-76.

Light and Glare

As described above, prior to the previous industrial manufacturing building being vacated and demolished, associated artificial lighting was used for operations. Currently, there are no sources of on-site lighting. Lighting in the immediate area consists of airport lighting associated with Oceanside Municipal Airport, motorists' lights from Benet Road and, lighting from commercial and light industrial uses, and lighting from the residential community to the north.

4.1.2 Regulatory Setting

State

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the Scenic Highway Program (Caltrans 2023). The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The California State Scenic Highway System Map includes a list of highways that are officially designated as scenic highways or eligible for designation as scenic highways.

California Public Resources Code Section 20199

California Public Resources Code Section 20199 (d)(1) stipulates that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The proposed project would qualify as an employment center project on an infill site; however, the project site is located just outside of a transit priority area and the City's Smart and Sustainable Corridors Plan. This is further addressed in Section 4.1.4 below.

Local

City of Oceanside General Plan

The City of Oceanside General Plan does not include any specific elements related to aesthetics and visual resources. However, the City's General Plan Environmental Resources Management Element addresses visual resources by assessing the suitability of land for site development based on natural criteria, including slope, drainage, erosion hazard, shrink-swell behavior, and rockiness. In addition, the Environmental Resources Management Element identifies existing open space and scenic areas. An inventory of present open space and scenic areas are outlined in Figure ERM-8 and Table ERM-2 of this element. These include areas such as parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the Pacific Ocean and Camp Pendleton. For the most part, these areas are in the developed portions of the City. Two notable exceptions are the municipal golf course and Guajome Regional Park (City of Oceanside 2002a). The project site is not identified on General Plan Table ERM-2 as a visual open space. Visual open space resources identified in the Environmental Resources Management Element are outlined below:

- Pacific Ocean
- MCB Camp Pendleton
- San Luis Rey River
- Mission San Luis Rey
- Rosicrucian Fellowship
- Cemetery
- Utility easement
- Buena Vista Lagoon
- Hosp Grove
- St. Charles Priory (Prince/Peace Abbey)

Environmental Resources Management Element

The City's General Plan Environmental Resources Management Element contains goals, policies, and objectives related to the preservation of natural resources and open spaces, including urban open spaces and areas that are preserved for their scenic value. The following Environmental Resources Management Element objective relates to aesthetics:

Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety, and welfare.

Land Use Element

The City's General Plan Land Use Element includes policies related to land use compatibility, neighborhood character, site design, and natural resource management (City of Oceanside 2002b). The Land Use Element addresses the relationship between development, community enhancement, and natural resource management. The General Plan Land Use Element contains the following goals, policies, and objectives related to aesthetics that are applicable to the project:

Goal: The consistent and long-term preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable, and well-balanced community.

Section 1.2 Site Design

Objective: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.

A. The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented on the site in such a manner to maximize:
   1. Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and
   2. The even circulation of natural breezes between and through all buildings; and
   3. The quality of view and vistas from the site to the surrounding environment; and
   4. The quality of views and vistas of the site from surrounding land uses; and
   5. The public safety by eliminating designs that may harbor or hide detrimental activities.

C. New development of land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.

D. Street hardware including but not limited to:
   a. mailboxes or multiple box units (MBU's)
   b. bus shelters, bike racks, benches, etc.
   c. fire hydrants
   d. utility poles and boxes
   e. street lighting
   f. parking meters
   g. road signage
   h. and other ancillary facilities

   shall not detract, but shall enhance, the streetscape and adjoining land uses and community.

G. All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.

Section 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related land uses.

A. Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.
B. The use of land shall not create negative visual impacts to surrounding land uses.

Section 1.23 Architecture

Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

A. Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.
B. Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.

Economic Development Element

The Economic Development Element is intended to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. The Economic Development Element has a single policy that relates to aesthetics:

Policy EDE-1a-2: Encourage enhancement of the visual quality of the City, including quality design and expansion of the City's tree canopy, particularly at gateway locations and along commercial corridors where feasible.

City of Oceanside Municipal Code Zoning Ordinance

Chapter 39 Light Pollution Regulations

Chapter 39 of the City of Oceanside Municipal Code (City of Oceanside 2023) restricts the permitted use of certain light fixtures that emit undesirable light rays into the night sky. This section of the municipal code regulates the usage of lighting intended for general illumination (Class II lighting) and the usage of decorative lighting, including building façade and landscape lighting (Class III lighting). For general illumination of parking lots, roadways, and security, low-pressure sodium lights are permitted, as are other lights of 4050 lumens or less (similar lamp types are permitted for Class III [decorative] lighting). For all use types, permitted lighting shall be fully shielded where feasible and partially shielded in all other cases, and shall be focused to minimize light that would affect the night sky. Lastly, as stated in Section 39.8(c), all Class II lighting may remain illuminated all night, and pursuant to Section 39.8(d), all Class III lighting shall be off between 11:00 p.m. and sunrise.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to CEQA Guidelines Appendix G, a significant impact related to aesthetics would occur if the Project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. 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, analysis is focused on whether the project would conflict with applicable zoning and other regulations governing scenic quality.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Impacts Analysis

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

A scenic vista is typically defined as a panoramic view or vista from an identified public view/vista point, public road, public trails, public recreational areas, or scenic highways. Potential scenic views from private properties are not considered scenic vistas. Neither the City's General Plan nor the Zoning Ordinance (or any other planning document) identifies scenic vistas.

Of the visual resources listed above under the City's General Plan Environmental Resources Management Element (Section 4.1.2), the San Luis Rey River corridor is the only visual open space scenic resource adjacent to the project site. The project site is not identified on the City's list of visual open space or natural aesthetic resources. The project site is located within the public viewshed of the other identified visual open space areas in the City. Due to the heavy vegetation along the bank of the San Luis Rey River just north of the elevated bike trail, existing views of the river corridor are not available from the project site, and proposed development on site would not block existing panoramic views or vistas of the San Luis Rey River corridor from any identified view/vista point, public road, public trails, public recreational areas, or scenic highways. Please refer to Figure 3-1, which shows the project location amongst the San Luis Rey River and surrounding land uses. Implementation of the project would not block any existing views of the River from the public vantage points. Indirect and direct views of the river are mainly accessible from the river trail, and the proposed project would not prohibit any existing designated public access to the trail. As outlined in Table 4.10-1 in Chapter 4.10 of this EIR, project implementation would not conflict with any of the City's General Plan policies or goals, including designated visual open space resources listed in the Environmental Resource Management Element. The project would not have a substantial adverse effect on a scenic vista. Therefore, impacts to a scenic vista would be **less than significant**.

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

The project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2023). The nearest officially designated state scenic highway, State Route (SR) 52, is located approximately

27 miles to the south of the project site. The project site has been previously developed and does not include any trees, rock outcroppings, or historic buildings on site where redevelopment would occur. Therefore, the project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and **no impacts** would occur.

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?

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of 2020, the City of Oceanside had an estimated population of 174,068 (U.S. Census Bureau 2022), which is well over the 100,000-person threshold. Thus, the City of Oceanside would be considered an urbanized area per CEQA. The project must comply with applicable zoning and other regulations governing scenic quality.

The project site is zoned IL – Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). The proposed project would be consistent with the existing General Plan and zoning designations for the project site, subject to the project obtaining certain entitlements from the City. The entitlements include a development plan, which will address the complete redevelopment of the project site. The proposed wholesaling, distribution, and storage facilities with trucking terminals also require approval of Conditional Use Permits to be established in the IL zoning district pursuant to the Oceanside Zoning Ordinance. A Variance is also requested to allow small height increases for portions of the floodwall designed to surround the property.

The project site is located in an urbanized area of the City, surrounded by the Oceanside Municipal Airport and industrial uses to the south; mixed-use development to the east; the San Luis Rey River Trail and River corridor to the north, with residential uses beyond the River to the north; and Benet Road to the west. As previously stated, the project site is currently vacant and has been subject to heavy disturbance from previous industrial development on site.

The proposed building is designed in a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, and significant window elements and facade details to create visual interest on all four building elevations. Complementary materials, finishes, and colors would be coordinated across all building elevations. Neutral colors would be featured, with vertical and horizontal accent banding integrated with canopy elements to enhance and break up the wall expanses. Prominent design elements incorporated into the project include painted tilt-up concrete panels with horizontal and vertical scoring; offset and articulated horizontal concrete panels; color variations in panels to offset wall expanses; recessed concrete banding; metal/concrete canopies; large, tinted window elements with clear anodized aluminum mullions and horizontal structural elements; clerestory windows above service docks; and concrete screen walls adjacent to loading bays.

Façade design details would be incorporated to reduce the visual appearance of building elements over 36 feet in height and greater than 200 feet in length. Color variations are proposed for portions of vertical panels located at upper wall areas near the roofline. These wall sections would feature a lighter off-white

panel color to complement and offset them from the primary darker gray background color features on the building facades. Horizontal off-white accent panel banding is also incorporated into these upper façade areas along with clerestory windows integrated with metal panel surroundings. Vertical undulations would also be incorporated at the top of the parapet wall areas, adding reveals to provide façade interest. These coordinated design elements would serve to visually break up the mass of the building as viewed from surrounding areas. Conceptual project simulations and elevations are provided in Figures 4.1-1 through 4.1-4, Conceptual Project Simulation.

Landscaping on site is proposed to enhance open spaces and soften the overall site environment. Plant materials have been selected for their appropriateness to scale and suitability for use throughout the site. Tree and shrub plantings are designed to enhance key site and architectural elements and to screen the perimeter edges of the project area. Landscaping along the Benet Road frontage and Alex Road connection would provide upgraded streetscapes and project site entries. Additional planting areas around the project site perimeter and throughout the on-site parking areas would be designed to complement project architecture while exceeding tree canopy and impervious surface area requirements for the site. The project would maintain the 100-foot-wide buffer from the edge of the San Luis Rey River riparian habitat and would not encroach into the 100-foot-wide buffer as contemplated by the City of Oceanside Draft Subarea Plan. The San Luis Rey River Trail and embankment, located off the project site, run through the buffer area forming a hard boundary between the project site and the river habitat areas and riparian edge. The proposed project structures and parking and circulation areas have been designed and located to specifically avoid the biological and planning buffers. The portion of the 100-foot-wide buffer area located on the project site would be replanted with native coastal species. A perimeter wall would also be incorporated around the boundary of the entire project site as a flood protection feature. The wall would be a solid decorative masonry block wall system that would complement the adjacent landscaping to serve as screening around the perimeter of the site.

As outlined in Table 4.10-2 in Section 4.10, Land Use, of this EIR, the project would be in conformance with all General Plan policies related to visual impacts and site design. Furthermore, the project would be consistent with the City's zoning ordinance and would not cause a significant environmental impact due to a conflict with any zoning ordinance policy or regulation adopted for the purpose of avoiding or mitigating environmental effects. The proposed architectural design, landscaping, and amenities would be subject to review and approval by the City prior to project development. The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. With City approval of the required discretionary permits and compliance with the conditions of approval, the project would be consistent with the zoning ordinance and General Plan and would not result in significant scenic quality impacts. For the reasons analyzed above, impacts would be **less than significant**.

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

Lighting in the project vicinity is associated with roadway lighting and the existing industrial, commercial, and residential uses that surround the project site. Until its recent demolition, the building on the project site also had lighting. Development of the proposed project would replace the recently demolished lighting and add new and increased sources of light from the proposed warehouse, manufacturing, and distribution facility. New lighting on site would be associated with landscaping lighting, security lighting, building façade lighting and internal circulation lighting. Although similar lighting was used with the previous industrial building, lighting on site would be increased and enhanced as a result of the larger building footprint.

Although the proposed project would result in new sources of light in the area, the project site is in an urbanized area and is surrounded by existing development with existing sources of day and nighttime lighting, including the Oceanside Municipal Airport, immediately adjacent to the project's southern boundary. Additionally, project lighting features would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto surrounding properties, as all outdoor lighting must meet requirements outlined in Chapter 39 of the City Municipal Code (light pollution ordinance) requiring appropriate shielding of outdoor lighting. Exterior lighting would be turned off during daylight hours. Furthermore, the project would be required to comply with light pollution reduction requirements outlined in Title 24, Part 11 of the 2022 California Green Building Standards Code (CALGreen). Through compliance with the City Municipal Code and CALGreen, proposed outdoor lighting would not create a new source of substantial light that would adversely affect day or nighttime views. Additionally, a perimeter wall and landscape buffer that would help minimize any light intrusion into the San Luis Rey River and residential community to the north are proposed.

Per Section 6.25 of the City's Municipal Code, construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday. Construction activities are prohibited on Sundays and all federal holidays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Construction-related lighting, if any, would be of limited duration; shaded to limit light spill as required by City codes; and would not create a new source of substantial light that would adversely affect nighttime views in the area.

Compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Therefore, new sources of day or nighttime lighting associated with the project would not be considered substantial.

Implementation of the proposed project could potentially include sources of glare from architectural finishes or amenities on site. As outlined above, proposed façade design details would be incorporated to reduce the visual appearance of building elements over 36 feet in height and greater than 200 feet in length. Color variations are proposed for portions of vertical panels located at upper wall areas near the roofline. These wall sections would feature a lighter off-white panel color to complement and offset them from the primary darker gray background color features on the building facades. Horizontal off-white accent panel banding is also incorporated into these upper façade areas along with clerestory windows integrated with metal panel surroundings. Vertical undulations would also be incorporated at the top of the parapet wall areas. Proposed glass materials to be incorporated into the project design include vision glass, spandrel glass, and tempered glass. Glass glazing requirements for the project are outlined in the project plan set to be approved by the City. All glass used would comply with the requirements of state and local

codes and the U.S. Product Safety Commission's Safety Standards for Architectural Glazing Materials. The proposed project would not include large walls or expanses of glass or other highly reflective materials that would result in glare that would adversely affect views toward and across the site during daytime hours. Further, the landscape plan for the project includes large box trees along the site boundary, which would further minimize the potential for any glare generated by building materials.

The project would involve the use of photovoltaic (solar) panels to increase sustainability within the community and to reduce energy requirements and energy-related greenhouse gas emissions of the proposed project. Exact solar panel features and roof-mounted locations for the proposed project are to be determined prior to building permit issuance. Solar panels are generally designed to absorb light, not reflect it, and typically generate glare only at acute angles. The design and location of the solar panels would minimize the potential for glare to nearby uses and would not result in glare that would be experienced from any roads or the adjacent Oceanside Municipal Airport runway. As outlined in Chapter 4.8 of this EIR, Hazards and Hazardous Materials, the project site is located within Review Area 1 of the ALUCP Airport Influence Area (ALUC 2010). Within Review Area 1, all land use actions require ALUC review. Prior to project approval, the applicant would be required to complete the San Diego County Regional Airport Authority's Application for Determination of Consistency form, which requires the City's signature and approval. As determined in Chapter 4.8 of this EIR, in light of the project design and with project compliance with the applicable ALUC requirements and review, the project would not result in any safety hazards.

The proposed project would not create any new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Through compliance with the City's Municipal Code, CALGreen Building Standards, and Oceanside ALUCP, and implementation of project design features, which will be required as a condition of project approval, impacts related to light and glare would be **less than significant**.

4.1.5 Mitigation Measures

Impacts related to aesthetics as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.1.6 Level of Significance After Mitigation

No substantial impacts related to aesthetics were identified; therefore, no mitigation measures are required. Impacts related to aesthetics would be **less than significant**.

FIGURE 4.1-1

Conceptual Project Simulation (View at northwest office component)

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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Aerial view at northwest corner

Aerial view at north dock facing residential

FIGURE 4.1-2

Conceptual Project Simulation (Aerial view at northwest corner and north dock)

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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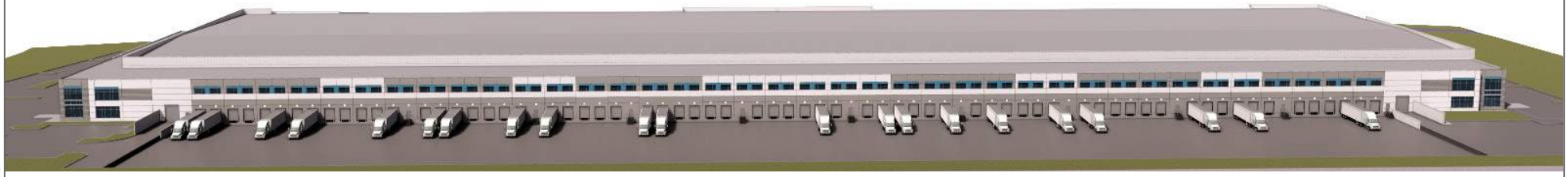
Aerial view at southeast corner



Aerial view of south dock facing runway

FIGURE 4.1-3

Conceptual Project Simulation (Aerial view at southeast corner and south dock)

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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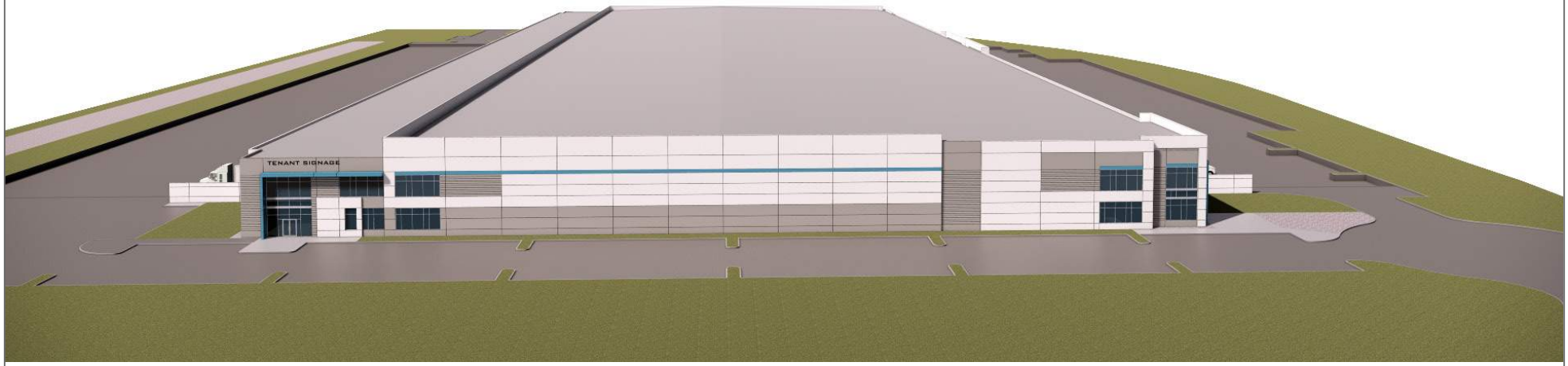
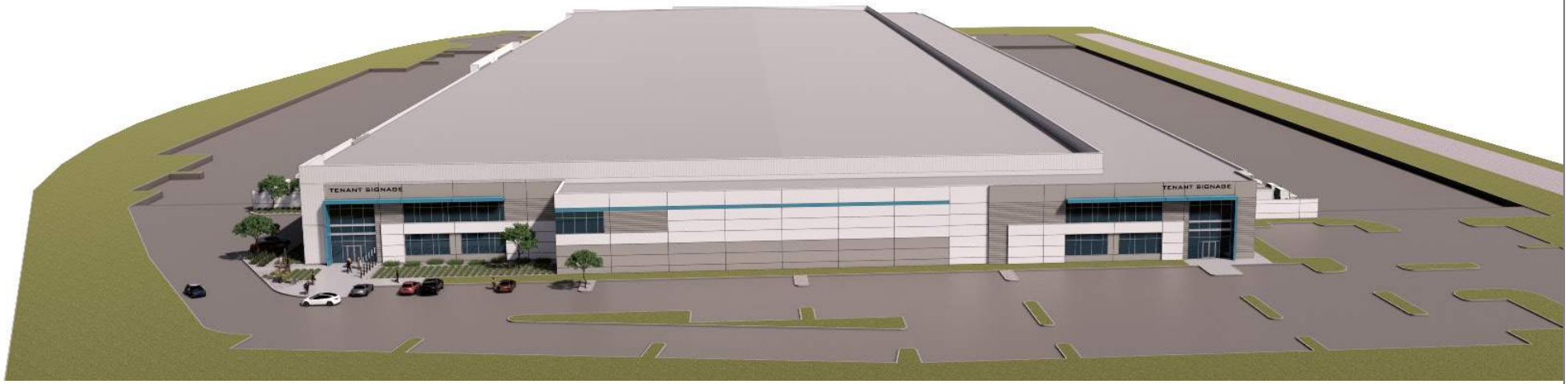


Aerial view of east elevation



Aerial view of west elevation

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FIGURE 4.1-4

Conceptual Project Simulation (Aerial views of east and west elevations)

Eddie Jones Warehouse, Manufacturing & Disribution Facility

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4.2 Air Quality

This section describes the existing air quality conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing, and Distribution Project (proposed project or project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in September 2022, which is included as Appendix B to this environmental impact report (EIR).

4.2.1 Existing Conditions

Environmental Setting

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego County Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles (Appendix B).

Climate and Topography

The weather of the San Diego region, as in most of Southern California, is influenced by the Pacific Ocean and its semi-permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average temperature ranges (in degrees Fahrenheit) from the mid-40s to the high 90s. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains (Appendix B). This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. Meteorological and topographical factors that affect air quality in the SDAB are described below.

Climate within the SDAB area often varies dramatically over short geographical distances, with cooler temperatures on the western coast gradually warming to the east as prevailing winds from the west heats up. Most of Southern California is dominated by high-pressure systems for much of the year, which keeps San Diego County (County) mostly sunny and warm. Typically, during the winter months, the high-pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east; along with local weather, it influences the dispersal and movement of pollutants in the SDAB. The mountains to the east prevent dispersal of pollutants in that direction and help trap them in inversion layers.

The interaction of ocean, land, and the Pacific High-Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

Air Pollution Climatology

The SDAB is currently classified as a federal nonattainment area for 8-hour ozone (O_3) and a state nonattainment area for coarse particulate matter (particulate matter less than or equal to 10 microns in diameter; PM_{10}), fine particulate matter (particulate matter less than or equal to 2.5 microns in diameter; $PM_{2.5}$), and O_3.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High-Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. Another type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to San Diego County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Sensitive Receptors

People who are considered sensitive receptors may experience reduced visibility, eye irritation, and adverse health impacts, which 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 the California Air Resources Board (CARB), include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, health clinics, and hospitals within 2 kilometers of the facility. The closest sensitive receptors to the project site are single-family residences approximately 0.15 mile north, across the San Luis Rey River.

Pollutants and Effects

“Criteria air pollutants” are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state

standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, NO_2, CO, sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in this section. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O_3 is a highly oxidative unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to ozone above ambient air quality standards can lead to human health effects such as lung inflammation, tissue damage, and impaired lung functioning. Ozone can also damage materials such as rubber, fabrics, and plastics.

Nitrogen Dioxide. NO_2 is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is one of the nitrogen oxides emitted from high-temperature combustion, such as those occurring in trucks, cars, power plants, home heaters, and gas stoves. In the presence of other air contaminants, NO_2 is usually visible as a reddish-brown air layer over urban areas. NO_2 along with other traffic-related pollutants is associated with respiratory symptoms, respiratory illness and respiratory impairment. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO_2 above the level of the current state air quality standard. Clinical studies of human subjects suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.

Carbon Monoxide. CO is a colorless, odorless, and tasteless gas and is produced from the partial combustion of carbon-containing compounds, notably in internal-combustion engines. Carbon monoxide usually forms when there is a reduced availability of oxygen present during the combustion process. Exposure to CO near the levels of the ambient air quality standards can lead to fatigue, headaches, confusion, and dizziness. CO interferes with the blood's ability to carry oxygen.

Sulfur Dioxide. SO_2 is a gaseous compound of sulfur and oxygen and is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. SO_2 is also emitted from several industrial processes, such as petroleum refining and metal processing. Effects from SO_2 exposures at levels near the 1-hour standard include bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of SO_2 results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.

Particulate Matter. Particulate matter is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary in shape, size, and chemical composition, and can be made up of multiple materials such as metal, soot, soil, and dust. PM_{10} particles are 10 microns (µm) or less, and $PM_{2.5}$ particles are 2.5 µm or less. These particles can contribute significantly to regional haze and reduction of visibility in California. Exposure to particulate matter levels exceeding current air quality standards increases the risk of allergies such as asthma and respiratory illness.

Lead. Lead is a potent neurotoxin that accumulates in soft tissues and bone over time. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood

formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as Volatile Organic Compounds (VOCs), also referred to as reactive organic gases. Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry-cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs.

Toxic Air Contaminants (TAC). A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced either on short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter (DPM). DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair), and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (Appendix B).

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever. Coccidioidomycosis, more commonly known as "Valley Fever," is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline, sandy soils. The County is not considered a highly endemic region for Valley Fever, as the latest report from the County of San Diego Health and Human Services Agency Public

Health Services indicated the County has 8.3 cases per 100,000 people. In the zip code area of the project site, the case rate is reported as between 5.0-7.6 cases per 100,000 people (Appendix B).

4.2.2 Regulatory Setting

Federal

The Federal Clean Air Act (CAA), passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The United States Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA, including the setting of National Ambient Air Quality Standards (NAAQS) for major air pollutants, hazardous air pollutant (HAP) standards, approval of state attainment plans, motor vehicle emission standards, stationary source emission standards and permits, acid rain control measures, stratospheric O_3 protection, and enforcement provisions.

NAAQS are established by the EPA for "criteria pollutants" under the CAA, which are O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The CAA requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

The 1977 CAA Amendments required the EPA to identify national emission standards for hazardous air pollutants to protect the public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

The California Clean Air Act was adopted in 1988 and establishes the state's air quality goals, planning mechanisms, regulatory strategies, and standards of progress. Under the California Clean Air Act, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB is responsible for ensuring implementation of the California Clean Air Act, responding to the CAA, and regulating emissions from motor vehicles and consumer products. Pursuant to the authority granted to it, CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS.

Table 4.2-1 identifies both the NAAQS and CAAQS. The additional contaminants as regulated by the CAAQS are defined below.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$.

Sulfates. Salts of sulfuric acid. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in

respiratory impairment, as well as reduced visibility. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. They increase the acidity of the atmosphere and form acid rain.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O_3	1 hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m³	150 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m^3)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m^3)	—	—
Sulfates	24- hours	25 µg/m^3	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the primary and secondary NAAQS for O_3 were lowered from 0.075 ppm to 0.070 ppm.

[g] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) hazardous air pollutants. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000 (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR § 2449 *et seq.*) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR § 2025).

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

San Diego Air Pollution Control District

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "nonattainment areas" for that pollutant. Currently, there are 15 nonattainment areas for the federal ozone standard and two nonattainment areas for the $PM_{2.5}$ standard; many areas are in nonattainment for PM_{10} as well. Therefore, California created the California SIP, which is designed to provide control measures needed to attain ambient air quality standards.

SDAPCD is the government agency which regulates sources of air pollution within the County and all cities within it. Therefore, SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state ozone standards, with control measures focused on VOCs and NO_x. Currently, the County of San Diego is in "nonattainment" status for federal and state O_3, and state PM_{10} and $PM_{2.5}$. An attainment plan is available for O_3. The RAQS was adopted in 1992 and has been updated in 2016, which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NO_x and VOC emissions, which reduces ozone and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new NO_x reduction measures. NO_x and VOC are precursors to the formation of ozone in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous 3 calendar years.

The RAQS is largely based on population predictions by the San Diego Association of Governments (SANDAG). Projects that produce less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts.

In December 2005, SDAPCD prepared a report titled *Measures to Reduce Particulate Matter in San Diego County* to address implementation of Senate Bill 656 in San Diego County, which required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$ (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

SDAPCD Rules and Regulations

SDAPCD is responsible for planning, implementing, and enforcing the CAAQS and NAAQS in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD:

SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions. Prohibits any activity causing air contaminant emissions darker than 20% opacity for more than an aggregate of 3 minutes in any consecutive 60-minute time period. In addition, Rule 50 prohibits any diesel pile-driving hammer activity causing air contaminant emissions for a period or periods aggregating more than 4 minutes during the driving of a single pile (SDAPCD 1997).

SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1976).

SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009).

SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2015).

San Diego Association of Governments

SANDAG is the regional planning agency for the County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional

issues, SANDAG has prepared San Diego Forward: The Regional Plan (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, which includes the Federally mandated Regional Transportation Plan (RTP) and state required Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

With respect to air quality, the Regional Plan sets the policy context in which SANDAG participates and responds to the SDAPCD 's air quality plans and builds on plan processes that are designed to meet health-based criteria pollutant standards in several ways (SANDAG 2015). First, it complements air quality plans by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in air quality plans. Second, the Regional Plan emphasizes the need for better coordination of land use and transportation planning, which heavily influence the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On February 26, 2021, SANDAG's Board of Directors adopted the final 2021 Regional Transportation Improvement Program (RTIP). The 2021 RTIP covers 5 fiscal years (FY 2021 through FY 2025) and incrementally implements the SANDAG 2019 Federal Regional Transportation Plan. The 2021 RTIP is designed to implement the region's overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation related air pollution. The 2021 RTIP incrementally implements San Diego Forward: The 2019 Federal Regional Transportation Plan, the long-range transportation plan for the San Diego region approved by the SANDAG Board of Directors on October 25, 2019.

San Diego Air Basin Attainment Designation

An area is designated in attainment when it is in compliance with the NAAQS and/or CAAQS. These standards are set by the EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare.

Pursuant to the 1990 federal CAA Amendments, the EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are redesignated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on the CAAQS rather than the NAAQS. The criteria pollutants of primary concern that are considered in this analysis are O_3, NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$. Table 4.2-2 summarizes the SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 4.2-2. SDAB Attainment Designation

Pollutant	Federal Designation	State Designation
O_3 (8-hour)	**Nonattainment**	**Nonattainment**
O_3 (1-hour)	Attainment[a]	**Nonattainment**
CO	Attainment	Attainment
PM_{10}	Unclassifiable[b]	**Nonattainment**
$PM_{2.5}$	Attainment	**Nonattainment**[c]
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen sulfide	(No federal standard)	Unclassified
Visibility-reducing particles	(No federal standard)	Unclassified
Vinyl chloride	(No federal standard)	No designation

Sources: SDAPCD 2022b
Definitions: attainment = meets the standards; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify
Notes: SDAB = San Diego; O_3 = ozone; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide.

[a] The federal 1-hour standard of 0.12 parts per million (ppm) was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in SIPs.

[b] At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

[c] CARB has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal $PM_{2.5}$ standards, the data completeness requirements for state $PM_{2.5}$ standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. APCD has begun replacing most regional filter-based $PM_{2.5}$ monitors as they reach the end of their useful life with continuous $PM_{2.5}$ air monitors to ensure collected data meets stringent completeness requirements in the future. APCD anticipates these new monitors will be approved as "CAS" monitors once CARB review the list of approved monitors, which has not been updated since 2013.

Air Quality Monitoring Data

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. Local ambient air quality is monitored by SDAPCD. SDAPCD operates a network of ambient air monitoring stations throughout the County that measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest SDAPCD-operated monitoring station is the Camp Pendleton monitoring station. This site was used to show the background ambient air quality for O_3 and NO_2. The closest monitoring site that measures CO, SO_2, PM_{10}, and $PM_{2.5}$ is the First Street – El Cajon monitoring station located at 533 First Street, El Cajon. The most recent background ambient air quality data and number of days exceeding the ambient air quality standards from 2018 to 2020 are presented in Table 4.2-3.

Table 4.2-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2018	2019	2020	2018	2019	2020
Ozone (O3)										
Camp Pendleton	ppm	Maximum 1-hour concentration	State	0.09	0.084	0.075	0.094	0	0	0
	ppm	Maximum 8-hour concentration	State	0.070	0.069	0.064	0.074	4	0	3
			Federal	0.070	0.068	0.064	0.074	0	0	3
Nitrogen Dioxide (NO_2)										
Camp Pendleton	ppm	Maximum 1-hour concentration	State	0.18	0.048	0.053	0.058	*0*	*0*	*0*
			Federal	0.100	0.048	0053	0.058	*0*	*0*	*0*
	ppm	Annual concentration	State	0.030	-	0.005	0.006	-	-	-
			Federal	0.053	0.006	0.005	0.006	-	-	-
Carbon Monoxide (CO)										
El Cajon – First Street; Floyd Smith Drive	ppm	Maximum 1-hour concentration	State	20	1.4	1.3	1.56	0	0	0
			Federal	35	1.4	1.3	1.56	0	0	0
	ppm	Maximum 8-hour concentration	State	9.0	1.1	1.0	1.4	0	0	0
			Federal	9	1.1	1.0	1.4	0	0	0
Sulfur Dioxide (SO_2)										
El Cajon – First Street; Floyd Smith Drive	ppm	Maximum 1-hour concentration	Federal	0.075	0.0035	0.0008	0.0002	0	0	0
	ppm	Maximum 24-hour concentration	Federal	0.140	0.0004	0.0003	0.0004	0	0	0
	ppm	Annual concentration	Federal	0.030	0.00010	0.00007	0.00009	0	0	0

Table 4.2-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2018	2019	2020	2018	2019	2020
Coarse Particulate Matter (PM_{10})[a]										
El Cajon – First Street; Floyd Smith Drive	µg/m³	Maximum 24-hour concentration	State	50	44.7	37.4	*	0.0 (0)	0.0 (0)	0.0 (0)
			Federal	150	43.0	38.7	*	0.0 (0)	0.0 (0)	0.0 (0)
	µg/m³	Annual concentration	State	20	23	*	*	—	—	—
Fine Particulate Matter ($PM_{2.5}$)[a]										
El Cajon – First Street; Floyd Smith Drive	µg/m³	Maximum 24-hour concentration	Federal	35	36.2	23.8	38.2	1.0 (1)	0.0 (0)	2.22
	µg/m³	Annual concentration	State	12	10.5	*	11.6	0.0 (0)	0.0 (0)	0.0 (0)
			Federal	12.0	0.6	8.5	10.3	0.0 (0)	0.0 (0)	0.0 (0)

Source: Appendix B.

Notes: ppm = parts per million; — = not available; µg/m³ = micrograms per cubic meter;
Data taken from CARB iADAM (CARB 2019c) and EPA AirData (EPA 2019) represent the highest concentrations experienced over a given year.
Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed federal or state standards during the years shown. There is no federal standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a state 24-hour standard for $PM_{2.5}$.
Camp Pendleton monitoring station is located at 21441 West B Street, Camp Pendleton, California.
El Cajon – First Street monitoring station is located at 533 First Street, El Cajon, California.
El Cajon – Floyd Smith Drive monitoring station is located at 10537 Floyd Smith Drive, El Cajon, California.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

* There was insufficient (or no) data available to determine the value.

Oceanside General Plan

The City of Oceanside General Plan Circulation Element (City of Oceanside 2012) and Land Use Element (City of Oceanside 2012) include various policies related to improving air quality (both directly and indirectly). Applicable policies include the following.

Circulation Element

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit-oriented development, traffic calming and reducing traffic congestion and greenhouse gas (GHG) emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of TDM [transportation demand management] strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Land Use Element

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

Oceanside Climate Action Plan and Energy and Climate Action Element

The City adopted its Climate Action Plan (CAP) on May 8, 2019 (City of Oceanside 2019). The CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress towards meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013; GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050; local GHG emissions reduction strategies and measures to help the City achieve the statewide targets; and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- by 2020, reduce GHG emissions levels to 5 metric tons carbon dioxide equivalent (MT CO_2e) per capita
- by 2030, reduce GHG emissions levels to 4 MT CO_2e per capita
- by 2040, reduce GHG emissions levels to 3 MT CO_2e per capita
- by 2050, reduce GHG emissions levels to 2 MT CO_2e per capita

In accordance with CEQA Guidelines Section 15183.5, the CAP Checklist provides for streamlined review of projects subject to environmental review, offering an alternative to project-specific analysis of GHG emissions impacts.

4.2.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to air quality are based on CEQA Guidelines Appendix G. According to Appendix G, a significant impact related to air quality would occur if the proposed project would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA Guidelines Appendix G indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the proposed project would have a significant impact on air quality.

As part of its air quality permitting process, SDAPCD has established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments for permitted stationary sources (SDAPCD 2016). SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes, these levels may be used to evaluate the increased emissions that would be discharged to the SDAB from proposed land development projects (County of San Diego 2007). Proposed-project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4.2-4, SDAPCD Air Quality Significance Thresholds, are exceeded.

Table 4.2-4. SDAPCD Air Quality Significance Thresholds

Construction Emissions			
Pollutant	**Total Emissions (Pounds per Day)**		
Respirable Particulate Matter (PM10)	100		
Fine Particulate Matter (PM2.5)	55		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC)	75*		
Operational Emissions			
	Total Emissions		
Pollutant	**Pounds per Hour**	**Pounds per Day**	**Tons per Year**
Respirable Particulate Matter (PM10)	—	100	15
Fine Particulate Matter (PM2.5)	—	55	10
Oxides of Nitrogen (NOx)	25	250	40
Sulfur Oxides (SOx)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	75*	13.7

Sources: SDAPCD 2016.

* VOC threshold based on the threshold of significance for VOCs from the SCAQMD for the Coachella Valley as stated in the San Diego County Guidelines for Determining Significance.

The thresholds listed in Table 4.2-4 represent screening-level thresholds that can be used to evaluate whether proposed-project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. The emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "O_3 significance threshold" (i.e., the potential for adverse O_3 impacts to occur). This approach is used because O_3 is not emitted directly in ambient air cannot be determined through air quality models or other quantitative methods. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 4.2-4, the proposed project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

With respect to odors, SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that

includes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

4.2.4 Impacts Analysis

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

SDAPCD and 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 SIP and RAQS.[1] The federal 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 NAAQS. The RAQS was initially adopted in 1991 and is updated every 3 years (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 from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine 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 the 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 City of Oceanside General Plan identifies the site as Industrial. The existing land use designation and zoning allows for wide range of industrial uses, including warehouse, storage and distribution facilities. The proposed project is consistent with the underlying land use and zoning for the project.

Therefore, the proposed project source emissions are not anticipated to result in air quality impacts that were not previously envisioned in the growth projections and RAQS and implementation of the project would not result in development in excess of that anticipated in local plans or increases beyond those contemplated by SANDAG. Because the proposed land uses and associated vehicle trips are anticipated in local air quality plans, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS. Accordingly, the project would not conflict with and would not obstruct implementation of applicable local and regional air quality plans; impacts would be **less than significant**.

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

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops and implements plans for future attainment of the NAAQS and CAAQS. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether the project's individual emissions would have a cumulatively significant impact on air quality.

[1] For the purpose of this discussion, the relevant federal air quality plan is the ozone maintenance plan (SDAPCD 2012). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the basin.

Construction Emissions

Construction of the proposed project would result in the temporary addition of pollutants caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (vendor and haul truck trips, and worker vehicle trips). 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.

Criteria air pollutant emissions associated with construction activities were quantified using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The analysis assumes construction of the Project would begin in July 2023[2] and would last approximately 12 months. (CalEEMod Version 2020.4.0. Default values provided by the program were used where detailed proposed project information was not available. A detailed description of the construction schedule, including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles, is included in Appendix B.

Table 4.2-5 provides the construction phasing, construction equipment mix, and vehicle trips assumed for estimating Project-generated construction emissions. The construction schedule has been developed based on available information provided by the Project applicant, typical construction practices, and CalEEMod default assumptions. Construction phasing is intended to represent a schedule of anticipated activities for use in estimating potential Project-generated construction emissions.

Table 4.2-5. Construction Scenario Assumptions

	Vehicle Trips			Equipment		
Construction Phase (Duration)	Average Daily Worker (Round) Trips	Average Daily Vendor Truck (Round) Trips	Total (Non-Daily) Haul Truck (Round) Trips	Equipment Type	Quantity	Usage Hours
Site Preparation	18	4	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/Backhoes	4	8
Grading	20	4	2,500	Excavators	2	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Scrapers	2	8
				Tractors/Loaders/Backhoes	2	8
Building Construction	560	218	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	3	7
				Welders	1	8
Paving	16	4	0	Pavers	2	8

[2] The analysis assumes a construction start date of July 2023, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 4.2-5. Construction Scenario Assumptions

Construction Phase (Duration)	Vehicle Trips			Equipment		
	Average Daily Worker (Round) Trips	Average Daily Vendor Truck (Round) Trips	Total (Non-Daily) Haul Truck (Round) Trips	Equipment Type	Quantity	Usage Hours
				Paving Equipment	2	8
				Rollers	2	8
Architectural Coating	112	0	0	Air Compressors	1	6

Note: See Appendix B for additional details.

The equipment mix assumptions were based on CalEEMod default assumptions based on proposed land use, and is meant to represent a reasonably conservative estimate of construction activity. The analysis conservatively contemplates that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week. Default assumptions provided in CalEEMod were used to determine worker trips and vendor truck trips for each potential construction phase as they are consistent with the reasonable expectations for the construction of the Project. The default CalEEMod trip distance for construction vehicles was assumed.

Implementation of the Project would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Based on project specific information, 20,000 cubic yards of material import is expected from the construction of the project during the grading phase. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM10 and PM2.5 emissions. Construction of Project components would be subject to SDAPCD Rule 55 – Fugitive Dust Control. Compliance with Rule 55 would limit fugitive dust (PM10 and PM2.5) that may be generated during grading and construction activities. SDAPCD Rule 55 requires the restriction of visible emissions of fugitive dust beyond the property line through watering exposed areas of the project site at least 2 times per day and limiting vehicle travel to ten miles per hour on unpaved roads. Standard construction practices required by Rule 55 and Project conditions would be employed to reduce fugitive dust emissions to less than significant levels.

Table 4.2-6 shows the estimated maximum unmitigated daily construction emissions associated with the conceptual construction phases of the project. Complete details of the emissions calculations are provided in Appendix B.

Table 4.2-6. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions Prior to Mitigation

Construction Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2023	3.51	42.29	33.05	0.11	10.29	5.76
2024	79.36	24.08	32.00	0.11	6.77	2.30
Maximum	***79.36***	***42.29***	***33.05***	***0.11***	***10.29***	***5.76***

Table 4.2-6. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions Prior to Mitigation

Construction Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
SDAPCD threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold exceeded?	**Yes**	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 4.2-6, daily construction emissions for the project would exceed SDAPCD's significance thresholds for VOCs during the application of architectural coatings (Impact AQ-1). However, as shown in Table 4.2-6, implementation of mitigation measure **(MM)-AQ-1** (please refer to Section 4.2.7 for proposed mitigation measures) would ensure that low-VOC coatings are used during construction, reducing VOCs to below the SDPACD threshold. Therefore, with implementation of **(MM)-AQ-1** project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; impacts would be **less than significant with mitigation.**

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions After Mitigation

Construction Phase	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2023	3.51	42.29	33.05	0.11	10.29	5.76
2024	73.73	24.08	32.00	0.11	6.77	2.30
Maximum	***73.73***	***42.29***	***33.05***	***0.11***	***10.29***	***5.76***
SDAPCD threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

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 (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. As discussed above and in Appendix B, pollutant emissions associated with long-term operations were quantified using CalEEMod based on the Project's manufacturing and warehouse land uses. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the proposed project area and energy sources. The project includes project design features (PDFs) that require the cargo handling equipment including forklifts (forklifts and pallet jacks) and yard tractors for facility operation to be electric powered operation (PDF-AQ-1) and also require the applicant follow the applicable California Department

of Justice Warehouse Project Best Practices measures (PDF-AQ-3) (DOJ 2022). A summary of the operational sources follows:

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SDAPCD Rule 67.0.1, Architectural Coatings, governs the VOC content for interior and exterior coatings. CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Mobile Sources

The project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employee passenger vehicles (workers) and truck traffic associated with the operation of the warehouse and manufacturing operations.

Emissions from the mobile sources during operation of the project were estimated in CalEEMod. The maximum daily trip rates, taken from the project transportation analysis, were 1,530 primary trips per day, which were assumed 7 days per week. The passenger vehicle trip lengths were assumed to be CalEEMod default trip length of 16.6 miles for commercial-work trips (i.e., trips made by someone who is employed by the warehouse land use) and assumed to be 100% of primary trips. The light-duty, medium-heavy-duty, and heavy-duty truck trip lengths were based on the 40 miles and assumed to be 100% of primary trips.[3] Vehicle emissions occur during

[3] The average trip length for heavy-duty trucks were based on implementation of the Facility-Based Mobile Source Measures adopted in the SCAQMD's 2016 AQMP. SCAQMD's "Preliminary Warehouse Emission Calculations" assumed a heavy-heavy-duty truck trip length of 39.9 miles (SCAQMD 2021), and the default commercial-nonwork trip length for trucks in CalEEMod is 6.9

startup, operation (running), and idling, as well as from evaporative losses when the engines are resting. The emissions factors for trucks and passenger vehicles were determined using CalEEMod.

Project truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, for HRA modeling purposes, it was conservatively assumed that the trucks would idle for a total of 15 minutes: 5 minutes at the entrance, 5 minutes at the loading dock, and 5 minutes at the exit of the project site.

Energy Source Emissions

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gas emissions in CalEEMod, since criteria pollutant emissions would occur at the site of power plants, which are not on the Project site. However, natural gas combustion would occur at the project site itself, in association with equipment that uses natural gas. The emissions associated with natural gas use were calculated using CalEEMod default parameters, which assume compliance with the 2019 Title 24 Building Energy Efficiency Standards.

Off-Road Equipment

It is common for industrial buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment are forklifts, pallet jacks, and yard trucks, which are designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors, hustlers, yard hostlers, and yard tractors. The cargo handling equipment is assumed to have a horsepower (hp) range of approximately 175 hp to 215 hp. For this particular Project with its project design feature requiring use of electric cargo handling equipment, based on the maximum square footage of building space permitted by the Project, on-site modeled operational equipment includes a total of 64 electric-powered forklifts (forklifts and pallet jacks) and 1 electric-powered yard tractors operating at 8 hours a day for 365 days of the year.

Table 4.2-7 presents the unmitigated maximum daily emissions associated with the operation of the project in 2024 after all phases of construction have been completed. Complete details of the emissions calculations are provided in Appendix B. Emissions disclosed in the Table identify the higher of the summer and winter emissions for each source regardless of the season. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

Table 4.2-8. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Area	13.8	<0.01	0.12	<0.01	<0.01	<0.01
Energy	0.1	0.93	0.78	0.01	0.07	0.07
Mobile	2.74	30.16	44.39	0.27	21.29	5.95

miles. Therefore, the conservatively assumed trip length of 40 miles is used for this analysis. In addition the distance to the Port of San Diego is approximately 40 miles from the project site.

Table 4.2-8. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Total	*16.64*	*31.09*	*45.29*	*0.28*	*21.36*	*6.02*
SDAPCD threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District. <0.01 = reported value is less than 0.01.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 4.2-7, daily operational emissions for the project would not exceed SDAPCD's significance thresholds for any criteria air pollutant. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; impacts due to project operation would be **less than significant**.

Would the project expose sensitive receptors to substantial pollutant concentrations?

CO Hot Spots

Regionally, project-related travel will add to regional trip generation and increase the vehicle miles traveled within the SDAB. Locally, 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 operates 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 at highly congested intersection may result in the formation of CO hotspots. To determine whether the project would cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted including County guidance and SCAQMD CO modeling for the 2003 Air Quality Management Plan. Per County's CO hotspot screening guidance (County of San Diego 2007), any project that would place receptors within 500 feet of a signalized intersection operating at or below LOS E (peak-hour trips exceeding 3,000 trips) must conduct a "hotspot" analysis for CO. Likewise, projects that will cause road intersections to operate at or below a LOS E (i.e., with intersection peak-hour trips exceeding 3,000) will also have to conduct a CO "hotspot" analysis. LOS Engineering Inc. Traffic and Transportation (LOS Engineering Inc. 2023) conducted a local transportation study for the project (Appendix I to this EIR) including LOS analysis of the following nine intersections and road segments:

Intersections:

1. SR-76/I-5 SB Ramps
2. SR-76/I-5 NB Ramps
3. SR-76/Loretta Street

4. SR-76/Canyon Road
5. SR-76/Benet Road
6. SR-76/Foussat Road
7. Benet Rd/Airport Road
8. Benet Rd/Eddie Jones Way
9. Foussat Rd/Alex Rd

ROAD SEGMENT:

1. Eddy Jones to SR-76
2. Alex Road to SR-76
3. I-5 to Loretta Street
4. Loretta Steet to Canyon Drive
5. Canyon Drive to Benet Road
6. Benet Road to Foussat Road
7. East of Foussat Road

The transportation study included six traffic scenarios, which included Existing, Existing plus Project, Near Term (18 cumulative projects), Near Term plus Project, Horizon Year 2030, and Horizon Year 2030 plus Project. As presented in the Local Transportation Study (Appendix I):

- Under "Existing conditions", the study elements were calculated to operate at LOS D or better except for segment #6: SR-76 from Benet Rd to Foussat Rd.
- Under "Existing plus Project" conditions, the study elements were calculated to operate at LOS D or better except for segment #6: SR-76 from Benet Rd to Foussat Rd.
- Under Near Term (Existing + Cumulative) conditions, the following study elements were calculated to operate at LOS E/F:
    1. Intersection #5: SR-76/Benet Rd
    2. Intersection #6: SR-76/Foussat Rd
    3. Segment #4: SR-76 from Loretta St to Canyon Dr
    4. Segment #5: SR-76 from Canyon Dr to Benet Rd
    5. Segment #6: SR-76 from Benet Rd to Foussat Rd
    6. Segment #7: SR-76 east of Foussat Rd
- Under Near Term (Existing + Cumulative) plus Project conditions, the following study locations were calculated to operate at LOS E/F AND the project has a transportation impact:
    1. Intersection #5: SR-76/Benet Rd

       The following roadways were calculated to operate at LOS E/F without an impact because the project traffic does not exceed the transportation impact thresholds defined in the Traffic Guidelines:
    2. Intersection #6: SR-76/Foussat Rd
    3. Segment #4: SR-76 from Loretta St to Canyon Dr

4. Segment #5: SR-76 from Canyon Dr to Benet Rd
5. Segment #6: SR-76 from Benet Rd to Foussat Rd
6. Segment #7: SR-76 east of Foussat Rd

- Under Horizon Year 2030 conditions, the following study locations were calculated to operate at LOS E/F:
  1. Intersection #3: SR-76/Loretta St
  2. Intersection #5: SR-76/Benet Rd
  3. Intersection #6: SR-76/Foussat Rd
  4. Segment #4: SR-76 from Loretta St to Canyon Dr
  5. Segment #5: SR-76 from Canyon Dr to Benet Rd
  6. Segment #6: SR-76 from Benet Rd to Foussat Rd
  7. Segment #7: SR-76 east of Foussat Rd
- Under Horizon Year 2030 plus Project conditions, the following study location was calculated to operate at LOS E/F AND the project has a transportation impact:
  1. Intersection #5: SR-76/Benet Rd

     The following location was calculated to operate at LOS E/F without an impact because the project traffic does not exceed the transportation impact thresholds defined in the Traffic Guidelines:
  2. Intersection #3: SR-76/Loretta St
  3. Intersection #6: SR-76/Foussat R
  4. Segment #4: SR-76 from Loretta St to Canyon Dr
  5. Segment #5: SR-76 from Canyon Dr to Benet Rd
  6. Segment #6: SR-76 from Benet Rd to Foussat Rd
  7. Segment #7: SR-76 east of Foussat Rd

The SCAQMD conducted CO modeling for the 2003 Air Quality Management Plan (Appendix V of SCAQMD 2003) for the four worst-case intersections in the South Coast Air Basin: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 Air Quality Management Plan was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. These analyses did not predict a violation of CO standards. The 2003 AQMP estimated the 1-hour concentration for this intersection at 4.6 ppm, which indicates the most stringent 1-hour CO standard (20.0 ppm) would not likely be exceeded. The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day.

The 1-hour and 8-hour CAAQS CO thresholds of significance are 20 ppm and 9ppm, respectively. As the SCAQMD modeling disclosed, daily traffic volume of 100,000 vehicles (as considered in the SCAQMD modeling) at an intersection, results only in a peak modeled 1-hour and 8-hour CO concentrations of 4.6

ppm and 3.8 ppm, respectively. The LTS demonstrates that 65,931 vehicles is the maximum volume for any intersections and road segments analyzed for the project (Appendix I); including existing plus Project conditions, plus cumulative, and at horizon year 2030. Even if the peak modeled 1-hour and 8-hour CO concentrations of 4.6 and 3.8 ppm from SCAQMD's analysis of an intersection with 100,000 vehicle traffic volumes were assumed, the project would still result in 1-hour and 8-hour CO concentrations well below the CAAQS 1-hour and 8-hour CO thresholds of 20 ppm and 9.0 ppm.

CO concentrations with project traffic at the analyzed intersections would not exceed the 1-hour or 8-hour CO CAAQS even if projected daily traffic would cause area traffic volumes to exceed 100,000 vehicles per day. The proposed project would not increase daily traffic volumes at any study intersection or road segments to anything close to 100,000 vehicles per day (Appendix I). Therefore, the proposed project is not anticipated to create a CO hotspot.

Therefore, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots and no hotspot analysis is required. Based on these considerations, the project would not expose sensitive receptors to substantial CO concentrations; impacts based on CO exposure would be **less than significant**.

HRA – Construction

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as TACs or HAPs. The greatest potential for TAC emissions during construction would be DPM emissions from heavy equipment operations and heavy-duty trucks, and the associated health impacts to sensitive receptors. Construction of the project would occur over a period of 12 months and following completion of construction activities. The closest sensitive receptors to the project site are single-family residences north of the site across the San Luis Rey River approximately 0.15 miles from the project site. As such, a construction health risk analysis was performed for the project as discussed herein.

An HRA was performed to assess the impact of construction on sensitive receptors proximate to the Project site. This report includes an HRA associated with emissions from construction of the proposed project based on the methodologies prescribed in the Office of Environmental Health Hazard Assessment (OEHHA) document, Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidelines) (OEHHA 2015). To implement the OEHHA Guidelines, the SDAPCD has developed a three-tiered approach where each successive tier is progressively more refined, with fewer conservative assumptions. The SDAPCD document, Supplemental Guidelines for Submission of Air Toxics "Hot Spots" Program Health Risk Assessments (SDAPCD 2022), provides guidance with which to perform HRAs within the SDAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SDAPCD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Additionally, some TACs increase non-cancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The SDAPCD recommends a Chronic Hazard Index significance threshold of one (project increment). The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. The HRA for the proposed project evaluated the risk to existing off-site

residents from diesel emissions from exhaust from on-site construction equipment and diesel haul and vendor trucks.

The dispersion modeling of DPM was performed using the American Meteorological Society/EPA Regulatory Model (AERMOD), which is the model SDAPCD requires for atmospheric dispersion of emissions. AERMOD is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2021). For the proposed project, AERMOD was run with all sources emitting unit emissions (one gram per second) to obtain the "X/Q" values. X/Q is a dispersion factor that is the average effluent concentration normalized by source strength and is used as a way to simplify the representation of emissions from many sources. The X/Q values of ground-level concentrations were determined for construction emissions using AERMOD and the maximum concentrations determined for the one-hour and period-averaging periods. Principal parameters of this modeling are presented in Table 4.2-9.

Table 4.2-9. AERMOD Principal Parameters

Parameter	Details
Meteorological Data	The latest three-year meteorological data (2010–2012) for the Camp Pendleton Station were obtained from SDAPCD as the recommended meteorological station and input to AERMOD.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. Per the SDAPCD guidelines, the land use procedure from 4.4.1 of the OEHHA Guidance Manual indicated that urban dispersion was appropriate for the project site.
Terrain Characteristics	The elevation of the modeled site is about 8 meters above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate.
Elevation Data	Digital elevation data were imported into AERMOD, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey's National Elevation Dataset format with a 10-meter resolution.
Emission Sources and Release Parameters	Air dispersion modeling of DPM from construction equipment was conducted using emissions estimated using CalEEMod, assuming emissions would occur eight hours per day, five days per week. Vendor and hauling trips were modified to account only for emissions occurring within 1,000 ft of the project site. The proposed project area was modeled as a series of adjacent line-volume sources.
Source Release Characterizations	The source release height was assumed to be 3.4 meters with plume height and width of 6.8 and 8.6 meters per volume source.

Notes: AERMOD = American Meteorological Society/EPA Regulatory Model; SDAPCD = San Diego Air Pollution Control District; DPM = diesel particulate matter; CalEEMod = California Emissions Estimator Model.
See Appendix B for additional information.

Dispersion model plot files from AERMOD were then imported into CARB's Hotspots Analysis and Reporting Program (HARP) Version 2 (Version 22118) to determine health risk, which requires peak one-hour emission rates and annual emission rates for all pollutants for each modeling source. For the residential health risk, the HRA conservatively assumes exposure would start in the third trimester of pregnancy for a duration of 12 months.

Based on results from the HRA, using the conservative assumptions, the maximally exposed individual resident offsite would be located at the single-family residences to the north of the project site. Table 4.2-10 summarizes the results of the HRA for proposed project construction, and detailed results are provided in Appendix B.

Table 4.2-10. Construction Activity Health Risk Assessment Results Prior to Mitigation

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Offsite				
Cancer Risk	Per Million	5.52	10.0	Less than Significant
Chronic Hazard Index – Residential	Not Applicable	0.006	1.0	Less than Significant

Source: Appendix B
Notes: CEQA = California Environmental Quality Act; HIC = Chronic Hazard Index.

The results of the HRA demonstrate that the TAC exposure from construction would result in cancer risk less than the 10 in 1 million threshold and Chronic Hazard Index less than 1. Therefore, construction of the project would not expose sensitive receptors to substantial TAC emissions; impacts would be **less than significant**.

HRA – Operations

CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet from the source in the land use decision-making process (CARB 2005). For the operational health risk, the operation year 2024 was assumed for project completion consistent with the construction phasing used elsewhere in this document. Emissions from the operation of the project include diesel emissions including truck trips, and truck idling emissions. For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from trucks traveling on site and off site and truck idling located at the loading docks. Truck travel and idling emission rates were obtained from CARB's EMFAC2017. Emission factors representing the vehicle mix and emissions for 2024 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes.[4] Therefore, the analysis conservatively overestimates DPM emissions from idling. All deliveries would occur Monday through Sunday. All forklifts and yard trucks will be electric powered as a result of a project design feature and, therefore, no emissions were estimated for that equipment in the HRA analysis.

Conservatively, a 2024 EMFAC2017 run was conducted and a constant 2024 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2024 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust PM_{10} emission factor from EMFAC2017 and the total truck trip number over the length of the distance

[4] Although the project is required to comply with CARB's idling limit of 5 minutes, on-site idling emissions was estimated for 15 minutes of truck idling, which would take into account on-site idling while the trucks are waiting to pull up to the loading dock, idling at the loading dock, and idling during check-in and check-out.

traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor from EMFAC2017 and total truck trip over the total idling time (i.e., 15 minutes).

The dispersion modeling was performed using AERMOD (Version 10.2.1). The truck traffic was modeled as a line of adjacent volume sources with a trip distribution consistent with the traffic analysis including trips to and from Interstate (I-) 5 to the project site via State Route 76 and truck trips to and from the project site traveling east via State Road 76, to estimate emissions at proximate receptors. Truck idling was modeled as line volume sources.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SDAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts.

The study evaluated the Project's potential cancer and noncancer health impacts using exposure periods appropriate to evaluate long-term emission increases (third trimester of pregnancy to 30 years). Emissions dispersion of DPM was modeled using AERMOD, then cancer risk and noncancer health impacts subsequently using the CARB HARP2 (ADMRT, Version 22118). The health risk results were then compared to SDAQMD thresholds to assess project significance. Principal parameters of this modeling are presented in Table 4.2-11.

Table 4.2-11. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Meteorological Data	The latest three-year meteorological data (2010–2012) for the Camp Pendleton Station were obtained from SDAPCD as the recommended meteorological station and input to AERMOD.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. Per the SDAPCD guidelines, the land use procedure from 4.4.1 of the OEHHA Guidance Manual indicated that urban dispersion was appropriate for the project site.
Terrain Characteristics	The elevation of the modeled site is about 8 meters above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Digital elevation data were imported into AERMOD, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey's National Elevation Dataset format with a 10-meter resolution.
Emission Sources and Release Parameters	Air dispersion modeling of off-site and on-site truck travel and were conducted using emissions generated using CalEEMod. Truck idling equipment emissions were estimated using EMFAC2017.

Table 4.2-11. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Source Release Characterizations	Off-site and on-site truck travel were modeled as a line of adjacent volume sources, with a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 13.4 meters. The truck idling emissions were modeled as a line of adjacent volume sources with a plume height of 8 meters, plume width of 8 meters, and release height of 4 meters.

Source: See Appendix B-2.
Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model

As discussed above and in Appendix B, an HRA was performed to estimate the Maximum Individual Cancer Risk and Chronic Hazard Index for residential receptors associated with project operations. Results of the operational HRA are presented in Table 4.2-12.

Table 4.2-12. Operational Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Impact Level	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	1.33	10	Less than Significant
Chronic Hazard Index – Residential	Index Value	0.0004	1.0	Less than Significant.

Source: Appendix B-2.
Notes: CEQA = California Environmental Quality Act

As shown in Table 4.2-12, the DPM emissions from operation of the project would result in a Residential Maximum Individual Cancer Risk of 1.33 in 1 million and a Residential Chronic Hazard Index of 0.0004.

The results of the HRA demonstrate that the TAC exposure from project operats would result in cancer risk less than the 10 in 1 million threshold and Chronic Hazard Index less than 1. Therefore, operation of the project would not expose sensitive receptors to substantial pollutant concentrations; impacts would be **less than significant**.

Health Effects of Criteria Air Pollutants

After implementation of mitigation measure **MM-AQ-1**, construction and operation of the project would not result in emissions that exceed SDAPCD's emission thresholds for any criteria air pollutants. The SDAPCD thresholds are based on SDAB compliance with the NAAQS and CAAQS, which are protective of public health; therefore, no adverse effects to human health would result from the project. The following provides a general discussion of criteria air pollutants and their health effects.

Some VOCs would be associated with motor vehicles and construction equipment, while others are associated with architectural coatings and asphalt off-gassing, the emissions of which would not result in exceedances of SDAPCD's thresholds. SDAPCD Rule 67.0.1 restricts the VOC content of coatings for both construction and operational applications, and **MM-AQ-1** would require that during construction, only coatings with content less than 45 g/L would be used for building interior coatings.

VOCs and NO_x are precursors to O_3, for which the SDAB is designated as nonattainment with respect to certain NAAQS and CAAQS standards (the SDAB is designated by EPA 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, as discussed in Section 2.1.4, Criteria Air Pollutants, 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, with increases in O_3 concentrations in the SDAB due to precursor emissions found downwind from the source location. 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 NAAQS and CAAQS tend to occur between April and October, when solar radiation is highest. The effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact; VOC and NO_x emissions associated with project construction would only negligibly contribute to regional O_3 concentrations and the associated health impacts. Accordingly, the project would not expose sensitive receptors to substantial concentrations of VOCs and NO_x; health impacts would be **less than significant**.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019). CO tends to be a localized impact associated with congested intersections. CO hotspots were analyzed for the project and determined to be less than significant impact. Thus, neither project operation nor construction would not expose sensitive receptors to substantial concentrations of. health impacts would be **less than significant**.

Construction of the 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. As noted above, PM_{10} or $PM_{2.5}$ emissions during both construction and operation of the project would be less than the applicable SDAPCD threshold. Accordingly, the project would not expose sensitive receptors to substantial concentrations of PM_{10} or $PM_{2.5}$; health impacts would be **less than significant**.

Nitrogen oxides (NO_x) is a term used to describe the sum of nitric oxide (NO), nitrogen dioxide (NO_2), and other oxides of nitrogen. As such, NO_2 is a constituent of NO_x. Construction of the project would not contribute to exceedances of the NAAQS and CAAQS for NO_2 since the analysis above demonstrates that NOx emissions would be less than the applicable SDAPCD threshold. As discussed above, the SDAPCD thresholds are based on SDAB compliance with the NAAQS and CAAQS, which are protective of public health; therefore, no adverse effects to human health would result from emissions below thresholds. As described in Section 3.1, NO_2 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 off-road construction equipment would be operating on various portions of the site and would not be concentrated in one portion of the site at any one time. Accordingly, the project would not expose sensitive receptors to substantial pollutant concentrations of NO_2 impacts would be **less than significant**.

With implementation of **MM-AQ-1** the project would not expose sensitive receptors to substantial pollutant concentrations, including substantial concentrations of criteria air pollutant emissions; impacts would be considered **less than significant** with mitigation.

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

Construction

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 SDAPCD Rule 51, and the City's Municipal Code prohibit emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from SDAPCD are evaluated by SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance. Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and for the types of construction activities anticipated for project components, would generally occur at magnitudes that would not affect substantial numbers of people. In addition, there are no adjacent sensitive receptors to the project site, the closest sensitive receptors are approximately 0.15 mile north, across the San Luis Rey River. Therefore, construction of the project would not result in odors that would adversely affect a substantial number of people, and impacts associated with odors during construction would be **less than significant**.

Operational

SDAPCD Rule 51 (Nuisance) also prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are very subjective by the nature of odors themselves and due to the fact that their measurements are difficult to quantify. As a result, this guideline is qualitative, and will focus on the existing and potential surrounding uses and location of sensitive receptors.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine if potential odors would have a significant impact. Examples of land uses and industrial operations that are commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing facilities, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. In addition to the odor source, the distance between the sensitive receptor(s) and the odor source, as well as the local meteorological conditions, are considerations in the potential for a project to frequently expose the public to objectionable odors. Although localized air quality impacts are focused on potential impacts to sensitive receptors, such as residences and schools, other land uses where people may congregate (e.g., workplaces) or uses with the intent to attract people (e.g., restaurants and visitor-serving accommodations) should also be considered in the evaluation of potential odor nuisance impacts. The project would not include operations of agricultural uses, wastewater treatment plants, food processing facilities, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding facilities, as such is not expected to produce any nuisance odors due to its operation. Although not contemplated to be applicable to the project, SDAPCD regulations requiring projects emitting odors above a health and safety level to obtain a permit from SDAPCD. As part of that regulatory process, SDAPCD staff review the proposed use for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance in compliance with the law. Therefore,

operation of the project would not result in odors that would adversely affect a substantial number of people, impacts related to odors during operation would be **less than significant**.

4.2.5 Mitigation Measures

As identified in Section 4.2.4, mitigation would be required to reduce the maximum daily construction VOC emissions. The following mitigation measure minimizes potentially significant air quality impacts during construction of the project (**Impact AQ-1**).

MM-AQ-1 Require Low-Volatile Organic Compound Coatings During Construction**.** The project applicant and/or their contractors shall ensure that low-VOC coatings with a daily average VOC content of 45 grams per liter (g/l) or less are used during construction for interior building coatings and follow the requirements of Rule 67.0.1 for exterior and building envelop coatings (50 g/l) and traffic marking coatings (100 g/l).

4.2.6 Level of Significance After Mitigation

As demonstrated in Table 4.2-7, implementation of mitigation measure **MM-AQ-1** would reduce maximum daily construction VOC emissions to below SDAPCD significance threshold and impacts would be less than significant with mitigation incorporated.

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4.3 Biological Resources

This section describes the existing biological resources of the project site and off-site improvement areas, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures (MMs) related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). The following analysis is based primarily on the biological technical report prepared for the proposed project by Dudek in November 2022. However, since then the existing buildings located on site have been demolished and the remediation work associated with the site has begun. The biological technical report is included as Appendix C of this environmental impact report (EIR).

4.3.1 Existing Conditions

The existing site is composed of approximately 31.79 gross acres, currently vacant, but previously occupied by a 172,300-square-foot vacant industrial manufacturing facility and associated amenities including paved roads and parking, picnic tables, barbeque areas, a basketball and tennis court, and associated infrastructure and landscaping. The previous manufacturing facility was vacated in the summer of 2021 and demolished in 2022.

The proposed project site supports disturbed habitat surrounding the previous development, as well as parking lots and urban/developed land in the site's southeastern and southwestern areas. The project site is located within the Guajome Lake-San Luis Rey River (Hydrologic Unit Code [HUC] 180703030304) of the Lower San Luis Rey River HUC 1807030303), within the San Luis Rey–Escondido watershed (HUC 18070303) (RWQCB 2016). The San Luis Rey River runs parallel to the project boundary in an east–west direction, north of the project site. There is a levee with a trail just north of the project boundary, and a second earthen levee wraps around the property, creating a low point between the two levees in the northern and eastern portions of the project site. This low point seems to collect runoff and direct it into the storm drain system. Portions of the project site burned in a small fire several weeks before the vegetation mapping was conducted in June 2022. The project site was previously graded and is currently relatively flat. Elevations on site range from approximately 25 feet above mean sea level to 40 feet above mean sea level.

There are two soil types located on the project site: Tujunga sand, 0% to 5% slopes; and Riverwash (Appendix C). Tujunga sand is located in the northeastern and southwestern corners of the site and accounts for approximately 19.94 acres within the project site. Riverwash runs through the middle of the project site from the southeast to the northwest and accounts for approximately 11.24 acres within the project site. According to the U.S. Department of Agriculture Natural Resource Conservation Service, the Tujunga sand, 0% to 5% slopes, consists of sand, loamy sand, and stratified gravelly sand to gravelly loamy sand, with a parent material of alluvium derived from granite. These are soils that are somewhat excessively drained with a negligible runoff class. The mean annual precipitation for Tujunga sand ranges from about 10 to 25 inches, and the mean annual air temperature varies from 59°F to 64°F. Depth to water table is more than 80 inches. Tujunga sand's available water capacity is low, about 3.9 inches. This soil is classified as non-hydric (Appendix C). In contrast, Riverwash soils are located in drainageways with slopes that range from 0% to 4%. The available water capacity is very low (about 1.9 inches). These soils are excessively drained, and the runoff is negligible. These soils include gravelly coarse sand and stratified, extremely gravelly coarse sand to gravelly sand. This soil has a hydric soil rating (Appendix C). The mean annual precipitation for Riverwash soils falls within the range of 8 to 15 inches, and the mean annual air temperature varies from 46°F to 52°F.

4.3.1.1 Methodology

The biological technical report prepared for the project was based on a review of pertinent literature, aerial photographs, and a field investigation.

Literature Review

Sensitive biological resources present or potentially present on site were identified through a literature review using the following sources:

- Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan (Subarea Plan) (City of Oceanside 2010)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database for the San Luis Rey 7.5-minute quadrangle and the surrounding seven quadrangles (CDFW 2023a)
- U.S. Fish and Wildlife Service (USFWS) Critical Habitat Data and Species Occurrence Data within 5 miles of the project site (USFWS 2022a)
- California Native Plant Society Online Inventory of Rare and Endangered Vascular Plants for the San Luis Rey 7.5-minute quadrangle and the surrounding seven quadrangles (CNPS 2022)
- U.S. Department of Agriculture Web Soil Survey (USDA 2022)

General information regarding wildlife species present in the region was obtained from Unitt (2004) for birds, Tremor (2017) for mammals, and Stebbins (2018) and California Herps (CaliforniaHerps.com 2022) for reptiles and amphibians (Appendix C).

Site Reconnaissance Survey

A Dudek biologist mapped the southern edge of the San Luis Rey River adjacent to the project site in 2021 and conducted a general biological reconnaissance survey of the property in 2022, including vegetation mapping and a habitat assessment for special-status plants and wildlife (see Figure 4 of Appendix C). Survey timing, focus, and weather conditions are shown in Table 4.3-1. All plant and wildlife species encountered were recorded and are listed in Appendix C.

Table 4.3-1. Biological Surveys of the Project Site

Date	Time	Survey Type	Personnel	Survey Conditions
08/05/21	9:30 a.m.–10:30 a.m.	Map San Luis Rey River top of bank	Callie Amoaku	Not recorded
06/07/22	11:00 a.m.–1:45 p.m.	Vegetation mapping and habitat assessment	Erin McKinney	70°F–73°F; 0%–20% cloud cover; 2–4 mph wind
07/01/22	1:25 p.m.–4:00 p.m.	Vegetation mapping and habitat assessment	Erin McKinney	78°F–80°F; 0% cloud cover; 1–4 mph wind

Source: Appendix C.

Vegetation Mapping

Vegetation communities were evaluated within the biological study area on an aerial map at a 200 scale (1 inch = 200 feet). These boundaries and locations were digitized and downloaded by Dudek geographic information system (GIS) technicians using ArcGIS software. Vegetation communities and land covers were mapped using the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986) as modified by San Diego County and noted in Vegetation Communities of San Diego County (Appendix C).

Flora

A Dudek biologist conducted a general floral inventory at a reconnaissance level and a habitat assessment for special-status plant species on the property on June 7, 2022, and July 1, 2022. All plant species observed or detected during the surveys were recorded and are presented in Appendix C. Scientific and common names follow the Checklist of the Vascular Plants of San Diego County, 5th Edition (Rebman and Simpson 2014).

Special-Status Plants

Special-status plant species considered in this report are those that are (1) species listed by federal and/or state agencies, proposed for listing as threatened or endangered, or candidate species (CDFW 2023b); (2) species with a California Rare Plant Rank (CRPR) (CNPS 2022); or (3) species listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

Fauna

A Dudek biologist conducted a general wildlife survey on the property on June 7, 2022, and July 1, 2022. Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded. All wildlife species observed or detected during the surveys were recorded and are presented in Appendix C. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2018) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum (SDNHM 2002) for butterflies.

Special-Status Wildlife

Special-status wildlife species considered in this report are those that are (1) listed by federal and/or state agencies, proposed for listing as threatened or endangered, or candidate species (CDFW 2023c); (2) Species of Special Concern (SSC) and Birds of Conservation Concern (CDFW 2023c; USFWS 2021); (3) fully protected species (CDFW 2023c); or (4) listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

4.3.1.2 Existing Biological Resources

Vegetation Communities

Disturbed Habitat

Disturbed lands are areas that have been physically disturbed and are no longer recognizable as native or naturalized vegetation associations. These areas may continue to retain soil substrate (Oberbauer et al. 2008). Disturbed land is Habitat Group F – disturbed land, agricultural land, eucalyptus (City of Oceanside 2010).

Disturbed areas surround the previous development, roads, and parking lot within the biological study area; see Table 4.3-2 for acreage on the project site. These areas were previously graded and maintained in a park-like setting. The area is dominated by black mustard (*Brassica nigra*), prickly Russian thistle (*Salsola tragus*), crown daisy (*Glebionis coronaria*), yellow sweetclover (*Melilotus albus*), and cultivated radish (*Raphanus sativus*), but include several native species common in disturbed areas, including ladies' tobacco (*Pseudognaphalium californicum*) and telegraph weed (*Heterotheca grandiflora*). Several trees were planted in this area, including native Fremont cottonwood (*Populus fremontii*) and velvet ash (*Fraxinus velutina*) and non-native species such as *Eucalyptus* sp. *and Acacia* sp.

Additionally, disturbed habitat dominated by black mustard occurs between the levees within the basin. The basin supports sparse native species (i.e., Menzies' golden bush [*Isocoma menziesii*], western ragweed [*Ambrosia psilostachya*], Hooker's evening primrose [*Oenothera elata*], and mulefat [*Baccharis salicifolia*]), but the absolute percent covers were too low to map as a separate native vegetation community within the basin. The basin has several culverts directing runoff into the existing storm drain system (Appendix C).

Table 4.3-2. Vegetation Communities and Land Covers

Vegetation/Land Cover Types	Acreage
Disturbed habitat	16.28
Urban/developed land	14.90
Total	**31.18**

Source: Appendix C.

Urban/Developed Land

Urban/developed land is a land cover type that includes areas where vegetation growth is prevented by an existing structure or material, such as a building or road, and includes ornamental vegetation associated with structures (Oberbauer et al. 2008). Urban/developed land occurs along Eddie Jones Way in the southeastern and southwestern portions of the property; see Table 4.3-2 for acreage on the project site. There are also scattered buildings, pavement, and courts throughout the project site used for seating, barbeque, and sports. Ornamental plantings include Italian stone pine (*Pinus pinea*), western juniper (*Juniperus occidentalis*), jade plant (*Crassula ovata*), Indian tree spurge (*Euphorbia tirucalli*) and common lantana (*Lantana camara*) around the previous building locations; and China rose (*Rosa chinensis*), purple three-awn (*Aristida purpurea*), glossy shower (*Senna surattensis*), golden shower tree (*Cassia fistula*), and fountain grass (*Pennisetum setaceum*) were planted in and around the parking lot. A few scattered willows (Gooding's willow [*Salix gooddingii*] and arroyo willow [*Salix lasiolepis*]) were starting to emerge next to buildings. Urban/developed land is in Habitat Group F – disturbed land, agricultural land, eucalyptus (City of Oceanside 2010).

Flora and Fauna

A total of 114 species of native or non-native plants, 36 native (32%) and 78 non-native (68%), were recorded on the project site. A cumulative list of plant species observed on the project site is provided in Appendix C.

A total of 20 wildlife species, mostly birds, were observed during field surveys. A cumulative list of the species observed during the general wildlife survey is provided in Appendix C. Species observed or likely to occur are discussed below.

Special-Status Plants

No special-status plants were observed during general surveys in 2022. Special-status plants evaluated that have low potential to occur or are not expected to occur are described in Appendix C.

Special-Status Wildlife

Special-status species detected on site include Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*) and northern harrier (*Circus hudsonius*). The orange-throated whiptail is a CDFW Watch List species, and the northern harrier is a USFWS Bird of Conservation Concern and a CDFW SSC. A northern harrier was observed flying over the project site and perched on the previous industrial building at the time of the biological survey. It was likely foraging but would not nest on the project site as there is no suitable habitat.

Additional special-status wildlife species and the potential (high, medium, low, or not expected) for each to occur on site are included in Appendix C. The San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*) has a high potential to occur on the project site due to the suitable habitat on adjacent parcels of land.

Coastal California gnatcatcher (*Polioptila californica californica*), which is federally listed as threatened and is a CDFW SSC, was not observed on site during the reconnaissance survey, and there is no suitable habitat for this species on the project site.

Stephens' kangaroo rat (*Dipodomys stephensi*) historically occurred in extreme northwestern San Diego County around Oceanside and Bonsall; however, the species is now considered extirpated from these urbanized and cultivated areas (CDFW 2023a; Tremor 2017) and has a low potential to occur on the project site.

Some bird species present on site, or potentially occurring, are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Sections 3503–3513 and 3800–3801. Avoidance measures consistent with MBTA and CFGC requirements are described in Section 4.3.5, Mitigation Measures.

Appendix C lists sensitive wildlife species reported in the California Natural Diversity Database, USFWS occurrence data, and Subarea Plan covered wildlife species and includes an analysis of their potential to occur on the project site.

Reptiles and Amphibians

Two reptile species were observed on the site: western fence lizard (*Sceloporus occidentalis*) and Belding's orange-throated whiptail. Belding's orange-throated whiptail is a CDFW Watch List species and is covered under the Subarea Plan. No amphibians were observed on site. Common reptiles such as side-blotched lizard (*Uta stansburiana*) and gopher snake (*Pituophis melanoleucus*) and common amphibians such as Pacific tree frog (*Hyla regilla*) might be expected to occur on the project site. Special-status reptiles and amphibians also have potential to occur on the project site (Appendix C).

Birds

Fifteen bird species were recorded during the general field survey of the site. Most of the species observed or detected are common, urban-adapted, or resident bird species that use a wide variety of native and disturbed habitats. Two raptor species, red-tailed hawk (*Buteo jamaicensis*) and northern harrier were observed during the surveys. The northern harrier is a USFWS Bird of Conservation Concern and a state SSC.

Mammals

One mammal species was observed on site, California ground squirrel (*Spermophilus [Otospermophilus] beecheyi*). Widespread, urban-adapted species such as brush rabbit (*Sylvilagus bachmani*), Audubon's cottontail (*Sylvilagus beecheyi*), raccoon (*Procyon lotor*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), and North American deer mouse (*Peromyscus maniculatus*) might also be expected to occasionally occur on or adjacent to the site. The special-status mammals identified in Appendix C also have potential to occur.

Invertebrates

Two butterfly species were observed on site. No special-status butterfly species or other invertebrates have potential to occur (Appendix C).

Wildlife Corridors/Habitat Linkages

The project site is located inside the Wildlife Corridor Planning Zone (WCPZ) designated by the Subarea Plan (City of Oceanside 2010; see Section 4.3.2 Regulatory Setting for a description of the WCPZ). The site is surrounded by a levee to the north and the Oceanside Municipal Airport and State Route 76 to the south, which limits movement of larger mammals. There is no Diegan coastal sage scrub on site; therefore, the project site does not serve as a steppingstone for dispersing coastal California gnatcatcher individuals.

Urban-adapted species observed or that could commonly occur in the disturbed areas in the lowlands include California ground squirrel, desert cottontail (*Sylvilagus audubonii*), western fence lizard, common side-blotched lizard, horned lark (*Eremophila alpestris*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), and California towhee (*Melozone crissalis*).

Biological Buffer

Per Section 5.2.4 of the Draft Subarea Plan (City of Oceanside 2010), a 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. This 100-foot buffer is shown on Figure 2 in Appendix C; however, the Draft Subarea Plan provides that "In the event that natural habitats do not currently (at the time of proposed action) cover the 100-foot buffer area, native habitats appropriate to the location and soils shall be restored as a condition of project approval." The Draft Subarea Plan further states that "coastal sage scrub vegetation [is] the preferred habitat to restore within the biological buffer."

The following are prohibited within the 100-foot buffer:

- New development
- New pedestrian and bike trails or passive recreational uses not already planned
- Fuel modification activities for new development

The existing habitat and vegetation communities within the biological buffer are summarized in Table 4.3-3. As shown in the table, these areas consist of 0.85 acres of disturbed habitat within the project boundary and 3.51 acres of disturbed habitat and existing urban/developed areas outside the project boundary. Areas outside the project boundary but within the buffer area include the San Luis Rey River Trail and riprap on the north side of the

levee slope. The areas outside the project boundary would not be revegetated by the project. Table 4.3-3 includes areas both inside and outside the project boundary.

Table 4.3-3. Vegetation Communities and Land Covers within the Wetland Buffer

Vegetation Community or Land Cover	Area of Vegetation Community or Land Cover (Acres)		
	100-Foot Biological Buffer Outside the Project Site	100-Foot Biological Buffer Inside the Project Site	Total
Disturbed habitat	1.26	0.85	2.11
Urban/developed land	2.25	0	2.25
Total	**3.51**	**0.85**	**4.36**

Source: Appendix C.

4.3.2 Regulatory Setting

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) of 1973 (16 United States Code 1531 et seq.), as amended, is administered by USFWS for most plant and animal species and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and to provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. The ESA defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under the ESA, it is unlawful to "take" any listed species; "take" is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

The ESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into "waters of the United States." The term "wetlands" (a subset of waters of the United States) is defined in Title 33 of the Code of Federal Regulations, Section 328.3(b), as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." In the absence of wetlands, the limits of U.S. Army Corps of Engineers jurisdiction in non-tidal waters, such as intermittent streams, extend to the ordinary high water mark, which is defined in Title 33 of the Code of Federal Regulations, Section 328.3(e).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the "indiscriminate slaughter" of migratory birds by market hunters and others. Each of the treaties protects selected species of birds and provides for closed and open seasons for hunting game birds. The MBTA protects over 800 species of birds and prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the MBTA, "take" is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 United States Code Section 703 et seq.). In December 2017, Department of the Interior Principal Deputy Solicitor Jorjani issued a memorandum (M-37050) that interprets the MBTA to prohibit only intentional take. Unintentional or accidental take is not prohibited (DOI 2017). Additionally, Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that any project with federal involvement address impacts of federal actions on migratory birds with the purpose of promoting conservation of migratory bird populations (66 Federal Register 3853–3856). The executive order requires federal agencies to work with USFWS to develop a memorandum of understanding. USFWS reviews actions that might affect these species.

State

California Department of Fish and Game Code

Section 3511, Birds; Section 4700, Mammals; Section 5050, Reptiles and Amphibians; and Section 5515, Fish, of the CFGC provide that designated fully protected species may not be taken or possessed without a permit. Incidental take of these species is not authorized by law.

Pursuant to Section 3503.5 of the CFGC, it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy any nest or eggs of such birds. Birds of prey refer to species in the orders Falconiformes and Strigiformes.

Nests of all other birds (except English sparrow [*Passer domesticus*] and European starling [*Sturnus vulgaris*]) are protected under Sections 3503 and 3513 of the CFGC.

Pursuant to Section 1602 of the CFGC, CDFW regulates all diversions, obstructions, and changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the CFGC.

California Endangered Species Act

CDFW administers the California Endangered Species Act (CESA), which prohibits the "take" of plant and animal species designated by the California Fish and Game Commission as endangered or threatened in the state of California. Under CESA Section 86, take is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA Section 2053 stipulates that state agencies may not approve projects that will "jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy."

CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to

one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the [California Fish and Game] Commission as rare on or before January 1, 1985, is a threatened species." A candidate species is defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the Commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list." CESA does not list invertebrate species.

CESA authorizes the taking of threatened, endangered, or candidate species if take is incidental to otherwise lawful activity and if specific criteria are met. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed species that are also state-listed species. In certain circumstances, CESA allows CDFW to adopt a CESA incidental take authorization as satisfactory for California Environmental Quality Act (CEQA) purposes based on a finding that the federal permit adequately protects the species and is consistent with state law.

A CESA permit may not authorize the take of "fully protected" species that are protected in other provisions of the CFGC.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) protects water quality and the beneficial uses of water. It applies to surface water and groundwater. Under this law, the State Water Resources Control Board develops statewide water quality plans, and the Regional Water Quality Control Boards develop regional basin plans that identify beneficial uses, water quality objectives, and implementation plans. The Regional Water Quality Control Boards have the primary responsibility to implement the provisions of statewide plans and basin plans. Waters regulated under the Porter–Cologne Act include isolated waters that are not regulated by the U.S. Army Corps of Engineers. Regional Water Quality Control Boards regulate discharging waste, or proposing to discharge waste, within any region that could affect waters of the state (California Water Code, Section 13260[a]). Waters of the state are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code, Section 13050[e]). Developments with impacts on jurisdictional waters must demonstrate compliance with the goals of the Porter–Cologne Act by developing stormwater pollution prevention plans, standard urban stormwater mitigation plans, and other measures to obtain a Clean Water Act Section 401 certification. If a Clean Water Act Section 404 permit is not required for the project, the Regional Water Quality Control Board may still require a permit (i.e., Waste Discharge Requirement) for impacts to waters of the state under the Porter–Cologne Act.

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 *et seq*.) require identification of a project's potentially significant impacts on biological resources and feasible mitigation measures and alternatives that could avoid or reduce significant impacts. CEQA Guidelines Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors." A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its

environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in CEQA Guidelines Section 15380(c). CEQA also requires identification of a project's potentially significant impacts on riparian habitats (such as wetlands, bays, estuaries, and marshes) and other sensitive natural communities, including habitats occupied by endangered, rare, and threatened species.

In Title 14 of the California Code of Regulations, Section 1.72, CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation."

In Title 14 of the California Code of Regulations, Section 1.56, CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the CFGC.

CDFW recognizes that all plants with a CRPR of 1A, 1B, and 2, and some ranked 3, of the California Native Plant Society Inventory of Rare and Endangered Plants in California (CNPS 2022) may meet the criteria for listing as threatened or endangered and should be considered under CEQA (CDFW 2023c). Some of the CRPR 3 and 4 plants meet the criteria for determination as "rare" or "endangered" as defined in Section 1901, Chapter 10 (Native Plant Protection Act), Division 2, of the CFGC; and Section 2062 and Section 2067, Chapter 1.5 (CESA), Division 3. Therefore, consideration under CEQA for these CRPR 3 and 4 species is strongly recommended by the California Native Plant Society (CNPS 2022). For purposes of this analysis, animals considered "rare" under CEQA include endangered or threatened species, Birds of Conservation Concern (USFWS 2021), California SSC (CDFW 2023a), and fully protected species.

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 California Code of Regulations 15000 et seq.) requires an evaluation of impacts to "any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service." The criteria used to determine the significance of impacts to biological resources under CEQA are provided in Section 4.3.3.

Local

North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The City of Carlsbad is the only city under the MHCP that has an approved and permitted subarea plan. The City of Oceanside Subarea Plan has been prepared and is used as a guidance document for development projects in the City, but the Subarea Plan has not been approved or permitted (City of Oceanside 2010). The project site is not located within a Biological Core and Linkage Area identified in the MHCP (SANDAG 2003, Figure 2-4) or Subarea Plan since it is located outside the San Luis Rey River.

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The overall goal of the Subarea Plan is to contribute to regional biodiversity and the viability of rare, unique, or sensitive biological resources throughout Oceanside and the larger region while allowing public and private development to occur consistent with the City of Oceanside's General Plan and Capital Improvement Program. In addition, the Subarea Plan calls for the conservation of 90% to 100% of all hardline conservation areas; conservation of a minimum of 2,511 acres of existing native habitats as a biological preserve in Oceanside; conservation of a minimum of 95% of rare and narrow endemic species populations within the preserve and a minimum of 80% throughout Oceanside as a whole; and restoration of a minimum of 164 acres of coastal sage scrub habitat within Oceanside, of which 145 acres will be within a WCPZ. Parcels within the WCPZ contribute to the north/south regional gnatcatcher steppingstone corridor (City of Oceanside 2010). Although the Subarea Plan is used as a guidance document for development projects in Oceanside, the Subarea Plan has yet to be approved by the Oceanside City Council, and incidental take authority has therefore not been transferred to the City of Oceanside from USFWS and CDFW.

The Subarea Plan identifies undeveloped lands within Oceanside where conservation and management will achieve the Subarea Plan's biological goals while minimizing adverse effects on lands uses, economics, or private property rights. In addition, the Subarea Plan establishes preserve planning zones, the existing biological conditions and goals of which were used as foundations for their designation. The zones are defined for effective implementation of the Subarea Plan. Brief descriptions of the preserve planning zones are provided below (City of Oceanside 2010):

- **Wildlife Corridor Planning Zone.** The WCPZ extends from U.S. Marine Corps Base Camp Pendleton south to Buena Vista Creek. This zone varies in width from 1 to 2 miles along most of its length and is centered roughly on El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor. It encompasses those parcels that potentially contribute to the north–south, regional gnatcatcher steppingstone corridor, recognizing that existing preserve lands north of the San Luis Rey River complete the steppingstone corridor connection to U.S. Marine Corps Base Camp Pendleton. Although the project site is disturbed due to its development and does not support the requisite sensitive habitat, the project site is located within the WCPZ designated by the Subarea Plan (City of Oceanside 2010; Figure 3 of Appendix C, Regional Context). The City uses the Subarea Plan as guidance for the review of new development proposals, and it states that new development within the WCPZ would need to conserve at least 50% of the parcel as open space and remove no more than 25% of the coastal sage scrub habitat. Deviations from these standards can be approved if (1) the amount of the conservation deficit is provided elsewhere within the WCPZ and is provided in addition to all other required mitigation; and (2) the alternative solution provides biologically superior conservation value as determined by the City and the Wildlife Agencies (City of Oceanside 2010). The proposed project is a redevelopment of a previously developed site. The redevelopment area has been mapped as Urban/Developed and Disturbed Habitat per the biological technical report (Appendix C).
- **Pre-approved Mitigation Areas.** These areas represent land areas that have significant resource value and therefore will qualify for on-site mitigation credit. Development is allowed in pre-approved mitigation areas, subject to planning guidelines to avoid, minimize, and fully mitigate impacts. The project site is not located within a pre-approved mitigation area.
- **Agricultural Exclusion Zone.** This zone includes lands north of the San Luis Rey River that are planned for agricultural uses under the Oceanside General Plan. Ongoing agricultural practices may continue in this area as long as they do not remove existing natural habitats. The project site is not located within an agricultural exclusion zone.

- **Off-Site Mitigation Zone.** This zone includes all other parcels within the City that support natural vegetation outside of the WCPZ, agriculture exclusion zone, and coastal zone. The off-site mitigation zone includes several pre-approved mitigation areas. The project site is not located within an off-site mitigation zone.
- **Coastal Zone.** This zone includes all areas within the City's coastal zone where the federal Coastal Zone Management Act and California Coastal Act policies apply. The project site is not located within the coastal zone.

In addition to preserve planning zones, the Subarea Plan also identifies specific hardline and softline preserves. Generally, *hardline preserves* are areas that are already preserved to Subarea Plan standards, and *softline preserves* are areas specifically targeted for preservation through application of Subarea Plan standards and policies. The project site is not located within a hardline or softline preserve (Appendix C).

The Subarea Plan also provides guidelines for biological buffers. Biological buffers generally refer to areas that extend perpendicularly into upland areas from the delineated edge of wetland or riparian areas. Biological buffer areas establish an upland zone adjacent to wetlands, designed to avoid and minimize edge effects on wetland functions (e.g., species habitat, water quality maintenance, flood capacity). Under Section 5.2.4 of the Subarea Plan (City of Oceanside 2010):

> Wherever development or other discretionary actions are proposed in or adjacent to riparian habitats along the San Luis Rey River, the riparian area and/or other wetlands and associated natural habitats shall be designated as biological open space and incorporated into the Preserve. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. The following uses are prohibited in the 100-foot biological buffer: (1) new development; (2) new pedestrian and bike trails or passive recreational uses not already planned; and (3) fuel modification activities for new development. In the event that natural habitats do not currently (at the time of proposed action) cover the 100-foot buffer area, native habitats appropriate to the location and soils shall be restored as a condition of project approval. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

For this portion of the project site within 100 feet of the edge of the San Luis Rey River riparian vegetation, the project includes a buffer that the project will revegetate with native habitat as identified in the Subarea Plan.

City of Oceanside General Plan

The City's General Plan Land Use Element contains environmental resource management objectives and policies pertaining to biological resources (City of Oceanside 2002a). Applicable objectives and policies include the following:

Vegetation and Wildlife Habitats, Objective: Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.

Policy 3.11A: A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.

Policy 3.11B: Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

Policy 3.11C: In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation would be considered.

Policy 3.11D: Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

Policy 3.11E: Specific plans shall be developed in conjunction with regional and County agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

The Environmental Resource Management Element of the City's General Plan also contains long-range policy direction and action programs with respect to biological resources. The Environmental Resource Management Element contains a workable program designed to conserve natural resources and preserve open space. The long-range policy direction for biological resources is (City of Oceanside 2002b):

Vegetation and Wildlife Habitats, Long-Range Objective: Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to biological resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to biological resources would occur if the proposed project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
3. 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.
4. 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.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

For the purposes of biological resources impact analysis, direct, indirect, and cumulative impacts are defined as the following:

Direct impacts are those that result in the direct removal of a biological resource through clearing, grubbing, and/or grading. These impacts are further classified as temporary or permanent: temporary impacts primarily result from

staging or work areas outside of the permanent footprint that will be restored to their pre-project conditions, and permanent impacts refer to the buildings, roads, and other permanent structures. As shown in Figure 8, Impacts to Biological Resources, no temporary impacts are proposed; permanent impacts would occur in all areas of the biological study area (i.e., project site).

Indirect impacts primarily result from adverse "edge effects" as either short-term indirect impacts related to construction activities or long-term indirect impacts associated with the proximity of a development to biological resource areas.

Cumulative impacts refer to incremental individual environmental effects of two or more projects when considered together. These impacts taken individually may be minor but collectively significant as they occur over a period of time. Cumulative biological impacts are discussed in Chapter 6 of this EIR, Cumulative Effects.

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

   Potential project impacts were evaluated based on examination of the proposed project plans within the context of the biological resources documented during the field surveys and those biological resources known to occur or assessed as having a likely potential to occur in the project area.

Direct Impacts

Habitats and Vegetation Communities

Implementation of the proposed project would result in permanent direct impacts to disturbed habitat and developed land, due to vegetation clearing, grubbing, and grading construction activities. The impacts are summarized in Table 4.3-4.

Table 4.3-4. Permanent Impacts to Vegetation Communities and Land Covers

Vegetation Community/Land Cover	Total Impact (Acres)	Mitigation		No-Impact Wetland Buffer (Acres)
		Ratio	Mitigation Acres Required	
Disturbed habitat	15.43	0	0	0.85
Developed land	14.90	0	0	N/A
Total	**30.33**	**N/A**	**0**	**0.85**

Source: Appendix C.
Notes: N/A = not applicable.

As shown in Table 4.3-4, the project would result in permanent direct impacts to 15.43 acres of disturbed habitat and 14.90 acres of developed land. The project would not result in direct habitat modifications that would have a substantial adverse effect 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 USFWS; direct project impacts through habitat modification would be **less than significant**.

Special-Status Plant Species

Special-status plant species considered in this report are those that are (1) species listed by federal and/or state agencies, proposed for listing as threatened or endangered, or candidate species (CDFW 2023b); (2) species with a CRPR (CNPS 2022); or (3) species listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

Within the areas the project will disturb, no special-status plants were observed during the vegetation mapping surveys in 2022, and none have moderate or high potential to occur. Therefore, the project would not result in direct impacts to special-status plant species. Special-status plants evaluated but not expected to occur on the project site are described in Appendix C.

Special-Status Wildlife Species

Special-status wildlife species considered in this report are those that are (1) listed by federal and/or state agencies, proposed for listing as threatened or endangered, or candidate species (CDFW 2023c); (2) SSC and Birds of Conservation Concern (CDFW 2023c; USFWS 2021); (3) fully protected species (CDFW 2023c); or (4) listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

Two special-status wildlife species, Belding's orange-throated whiptail and northern harrier, were observed within the areas the project will disturb during the vegetation mapping surveys in 2022. The orange-throated whiptail is likely moving through the project site from adjacent native habitat suitable to this species, such as coastal sage scrub. The northern harrier is likely foraging within the project site. Two additional special-status species have the potential to occur within the project site but were not directly observed: San Diego tiger whiptail and Cooper's hawk. As with the orange-throated whiptail, there is suitable habitat for the San Diego tiger whiptail adjacent to the proposed project. There is a moderate potential for Cooper's hawk to nest in the non-native trees along the northern portion of the site and in scattered trees throughout the disturbed area. Like the northern harrier, there is a potential for Cooper's hawk to forage over the entire site.

These species could occasionally use the disturbed habitat on site. Impacts to the disturbed habitat could result in loss of foraging and/or breeding and nesting habitat for these species, and therefore this would be considered a potentially significant impact (**Impact BIO-1**). This impact shall be mitigated to less than significant through the implementation of **MM-BIO-1** (Nesting Bird Surveys), **MM-BIO-2** (Biological Monitoring), and **MM-BIO-3** (Temporary Installation of Fencing). **MM-BIO-1** will prevent impacts to nesting birds and existing nests by requiring a biological survey within a 500-foot buffer within 72 hours of ground-disturbing activities during breeding season (typically February 1 through September 15). Consistent with **MM-BIO-2**, biological monitoring shall be provided during grading to ensure that there are no impacts outside of the limits of grading resulting in impacts that were not quantified in this EIR. Implementation of **MM-BIO-3** will assist with monitoring and grading by providing a clear designation of the limits of grading.

The CFGC protects bird nests, and the MBTA prohibits the intentional take of any migratory bird or any part, nest, or eggs of any such bird. If clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season, any impacts to active nests or the young of nesting bird species would be potentially significant (**Impact BIO-2**). This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1**.

Indirect Impacts

Habitats and Vegetation Communities

Potential short-term or temporary indirect project impacts to special-status vegetation communities and special-status plants could occur adjacent to but outside the project site. Those potential indirect impacts would primarily result from construction activities related to the generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; and the introduction of chemical pollutants (including herbicides). Potential short-term indirect impacts could affect special-status vegetation communities and special-status plants adjacent to the project's biological study area in the San Luis Rey River (**Impact BIO-3**).

Excessive dust can decrease the vigor and productivity of vegetation through effects on light, penetration, photosynthesis, respiration, transpiration, increased penetration of phytotoxic gaseous pollutants, and increased incidence of pests and diseases. As described in Section 4.2, fugitive dust would be limited through compliance with San Diego Air Pollution Control District Rule 55, which requires the restriction of visible emissions of fugitive dust beyond the property line. Therefore, no long-term indirect impacts from dust would occur within adjacent vegetation communities.

Construction could result in hydrologic impacts adjacent to and downstream of the limits of grading. Furthermore, erosion, sedimentation, and chemical pollution (releases of fuel, oil, lubricants, paints, release agents, and other construction materials) may affect special-status vegetation communities and/or special-status plants. The use of chemical pollutants can decrease the number of plant pollinators, increase the existence of non-native plants, and cause damage to and destruction of native plants. The project is required to comply with the National Pollution Discharge Elimination System State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ for stormwater discharges and general construction activities and to incorporate standard best management practices (BMPs) such as regular cleaning or sweeping of construction areas and impervious areas, as well as runoff controls. In compliance with the Construction General Permit Order 2009-0009-DWQ, a stormwater pollution prevention plan would be prepared for the project that specifies BMPs that would be implemented during construction to minimize impacts to water quality. Construction activities subject to this permit include clearing, grading and disturbances to the ground such as stockpiling, or excavation. Compliance with the General Construction Permit, stormwater quality management plan, stormwater pollution prevention plan, and BMPs would ensure potential chemical pollution from construction-related impacts would not be significant.

To ensure that the BMPs are implemented during construction, the project provides for biological monitoring and temporary fencing as described in **MM-BIO-2** and **MM-BIO-3**. Therefore, with implementation of these two mitigation measures and project design features, any potential impacts to sensitive vegetation or special-status plants outside of the project footprint would be less than significant.

Long-term (operation-related) or permanent indirect impacts could result from the proximity of the proposed project to special-status vegetation communities and/or special-status plants after construction (**Impact BIO-4**). Permanent indirect impacts that could affect adjacent special-status vegetation communities include chemical pollutants, altered hydrology, non-native invasive species, and increased human activity.

During landscaping activities, herbicides may be used to prevent vegetation from reoccurring around structures. However, weed control treatments shall include only legally permitted chemical, manual, and mechanical methods. Additionally, the herbicides used during landscaping activities would be contained within the project impact footprint. Therefore, no long-term indirect impacts would occur within adjacent vegetation communities.

Water would be used for landscaping purposes, which may alter the on-site hydrologic regime. These types of hydrologic alterations may affect special-status vegetation communities and special-status plant communities. Altered hydrology can allow for the establishment of non-native plants and invasion by Argentine ants (*Linepithema humile*), which can compete with native ant species that could be seed dispersers or plant pollinators. However, with respect to the project, the project design assures that water used during landscaping activities (and associated runoff) would be contained within the project impact footprint or directed into the drainage basins, and long-term substantial adverse indirect impacts associated with altered hydrology would not occur (Appendix F).

Invasive plant species that thrive in edge habitats are a well-documented problem in Southern California and throughout the United States. Bossard et al. (2000) list several adverse effects of non-native species in natural open areas, including, but not limited to, exotic plant competition for light, water, and nutrients, and the formation of thatches that block sunlight from reaching smaller native plants. Exotic plant species may alter habitats and displace native species over time, leading to extirpation of native plant species and unique vegetation communities. The introduction of non-native, invasive animal species could negatively affect native species that may be pollinators of or seed dispersal agents for plants within vegetation communities and special-status plant populations. However, the proposed project is situated in a developed area already disturbed by non-native species and human activity. With the prohibition of invasive species used in the landscape plans as described in **MM-BIO-4** (Invasive Species Prohibition), any potential indirect impacts related to invasive plant species would be less than significant.

Increased human activity could result in the potential for trampling of vegetation outside of the impact footprint, as well as soil compaction, and could affect the viability of plant communities. Trampling can alter the ecosystem, creating gaps in vegetation and allowing non-native plant species to become established, leading to soil erosion. Trampling may also affect the rate of rainfall interception and evapotranspiration, soil moisture, water penetration pathways, surface flows, and erosion. An increased human population increases the risk for damage to vegetation communities and/or special-status plants. However, with the establishment of the 100-foot buffer between the proposed project site and the San Luis Rey River, these long-term effects are not expected to occur. Approximately 0.85 acres of the 100-foot buffer area is located within the proposed project boundary. This area is currently mapped as disturbed habitat and would be restored to coastal sage scrub. The remaining 3.51 acres of the 100-foot buffer are located outside the proposed project boundary. These areas consist of riprap along the north slope of the levee, the San Luis Rey River Trail, and disturbed habitat on the south slope of the levee and would not require restoration. Fencing is not required because the existing road provides a barrier between the project and the San Luis Rey River. It is anticipated that the trail would be used for recreation, limiting the potential for trampling of vegetation within and surrounding the project site.

Special-Status Wildlife Species

Short-term, construction-related, or temporary indirect impacts to special-status wildlife species that may occur adjacent to the biological study area (e.g., northern harrier, least Bell's vireo (*Vireo bellii pusillus*),

southwestern willow flycatcher (*Empidonax traillii extimus*), coastal California gnatcatcher, Southern California rufous-crowned sparrow [*Aimophila ruficeps canescens*], Southern California legless lizard [*Anniella stebbinsi*], and orange-throated whiptail) would primarily result from construction activities adjacent to the San Luis Rey River. Potential temporary indirect impacts could occur as a result of generation of fugitive dust, noise, chemical pollutants, and increased human activity (**Impact BIO-5**). As described in Section 4.2, fugitive dust would be limited through compliance with San Diego Air Pollution Control District Rule 55, which requires the restriction of visible emissions of fugitive dust beyond the property line. Therefore, no long-term indirect impacts from dust would occur within adjacent vegetation communities. Compliance with the General Construction Permit, stormwater quality management plan, stormwater pollution prevention plan, and BMPs, as discussed above, would ensure potential chemical pollution from construction-related impacts would not be significant. Increased human activity associated with the construction activities can deter wildlife from using habitat areas near the proposed project footprint; however, there is preserved land along the San Luis Rey River corridor, which provides suitable habitat for special-status species.

Implementation of mitigation measures **MM-BIO-1**, **MM-BIO-2**, and **MM-BIO-3**, provided in Section 4.3.5, would ensure that all impacts associated with the project stay within the designated development footprint and would also require nesting bird surveys and avoidance buffers to ensure that project construction noise does not disrupt bird nesting.

Potential long-term or permanent indirect impacts to special-status wildlife species that may occur adjacent to the project site include non-native, invasive plant and animal species and increased human activity (**Impact BIO-6**). However, with the establishment of the 100-foot buffer between the proposed project site and the San Luis Rey River, these long-term effects would be minimized. With the prohibition of invasive species used in the landscape plans as described in **MM-BIO-4**, any potential indirect impacts related to invasive plant species would be less than significant.

Potential impacts (**Impact BIO-1, Impact BIO-2**, **Impact BIO-3**, **Impact BIO-4**, **Impact BIO-5**, and **Impact BIO-6**) could affect candidate, sensitive, or special-status species identified in local or regional plans and would be considered **potentially significant.** However, the project would implement **MM-BIO-1, MM-BIO-2, MM-BIO-3,** and **MM-BIO-4**. Accordingly, the project would not 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 USFWS; with implementation of **MM-BIO-1**, **MM-BIO-2, MM-BIO-3,** and **MM-BIO-4**, impacts would be **less than significant.**

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

As described above, the project will not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-4, the project will only impact disturbed habitat or developed land. As described in Section 4.3.1 above, per Section 5.2.4 of the Draft Subarea Plan (City of Oceanside 2010), a 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. This project is located within the vicinity of the San Luis Rey River. As such, the dripline of riparian habitat associated with the river was mapped and buffered by 100 feet to determine if project

development would occur within the buffer (Figures 2 and 8 in Appendix C). Approximately 0.85 acres of the 100-foot buffer area is located within the proposed project boundary. This area is currently mapped as disturbed habitat and would be restored to coastal sage scrub. The remaining 3.51 acres of the 100-foot buffer are located outside the proposed project boundary. These areas consist of riprap along the north slope of the levee, the San Luis Rey River Trail, and disturbed habitat on the south slope of the levee and would not require restoration. It is anticipated that the trail would be used for recreation, limiting the potential for trampling of vegetation within and surrounding the project site. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS; impacts from the proposed project would be **less than significant**.

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

No potential state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) were mapped as being within the project's biological study area. As determined in Appendix C, no direct impacts to those jurisdictional resources would occur as a result of the project. Therefore, impacts to jurisdictional aquatic resources are determined to be **less than significant**.

4. ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

The project site is located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). The City uses the Subarea Plan as guidance for the review of new development proposals, and it states that new development within the WCPZ would need to conserve at least 50% of the parcel as open space and remove no more than 25% of the coastal sage scrub habitat. The purpose of the WCPZ is to conserve those habitat parcels that potentially contribute to the north–south, regional gnatcatcher steppingstone corridor, recognizing that existing preserve lands north of the San Luis Rey River complete the steppingstone corridor connection to U.S. Marine Corps Base Camp Pendleton. Since the proposed project site does not currently support coastal sage scrub and was previously developed, the requirement to conserve the parcel as open space is not appropriate for this site.

The site has been previously developed and consists of disturbed habitat and urban/developed land. The previous development prevented the site from serving as a movement corridor. The adjacent San Luis Rey River provides for regional wildlife movement. In addition, the project site does not contain the necessary habitat for coastal California gnatcatcher and does not serve as a steppingstone for dispersing coastal California gnatcatchers. Therefore, the project would not 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; direct impacts would be **less than significant**.

Short-term indirect impacts to habitat connectivity and wildlife corridors could result from adjacent increased human activity associated with the proposed project (**Impact BIO-9**). Project construction would occur during the daytime and would not affect wildlife species, such as mammals, that are most active in evenings and nighttime. Wildlife species such as birds, rabbits, and lizards are active in the daytime but

use a variety of habitats and could continue using other areas within and adjacent to the biological study area for wildlife movement.

Short-term indirect impacts shall be mitigated to less than significant through implementation of **MM-BIO-1**, **MM-BIO-2**, and **MM-BIO-3**.

Long-term indirect impacts include increased human activity and lighting (**Impact BIO-10**). The proposed development would include a 566,905-square-foot warehouse and distribution facility, 590 parking spaces for employee/visitor parking, 60 truck trailer parking stalls, and vehicle circulation area. Increased human activity can deter wildlife from using habitat areas near the proposed project footprint. However, the proposed development is situated in a previously graded area with existing human disturbance. The establishment of the 100-foot buffer between the proposed project site and the San Luis Rey River will reduce long-term impacts by establishing a buffer between human activities and more sensitive wildlife habitat. The buildings and parking areas would include lighting designed to minimize light pollution and preserve dark skies while enhancing safety, security, and functionality. As discussed in Section 4.1, Aesthetics, compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Specifically, project lighting features would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto the San Luis Rey River and surrounding properties, as all outdoor lighting must meet requirements outlined in Chapter 39 of the City's Municipal Code (light pollution ordinance) requiring appropriate shielding of outdoor lighting. Furthermore, the project would be required to comply with light pollution reduction requirements outlined in Title 24, Part 11, of the 2022 California Green Building Standards Code (CALGreen). California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of 2020, the City of Oceanside had an estimated population of 174,068 (U.S. Census Bureau 2022), which is well over the 100,000-person threshold. Thus, the City of Oceanside would be considered an urbanized area per CEQA. Therefore, the project is located in an urbanized area and adjacent to developed areas, with the exception of land along its northern border. Therefore, new sources of day or nighttime lighting associated with the project would be less than significant.

Potential short-term (**Impact BIO-9**) and long-term (**Impact BIO-10**) indirect impacts that could interfere with the movement of fish and wildlife species could result in impacts. However, the project would implement **MM-BIO-1, MM-BIO-2, MM-BIO-3,** and **MM-BIO-4**. Accordingly, the project would not 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 with implementation of **MM-BIO-1, MM-BIO-2, MM-BIO-3,** and **MM-BIO-4**; impacts would be **less than significant.**

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

Except as discussed below regarding the tree replacement policy, the City does not have local ordinances adopted for the purpose of protecting biological resources. The City's General Plan biological policies are identified in Section 4.3.2. In accordance with General Plan Policy 3.11A, a biological technical report was completed for the project (Appendix C), and the result of its analysis has been incorporated into this EIR. The biological technical report includes field surveys, informal jurisdictional delineation, and a literature

review to assess potential impacts to sensitive biological resources that would result from implementation of the proposed project. The report and associated surveys were performed in accordance with applicable plans, policies, and ordinances set forth by the Wildlife Agencies, the City, and current industry standards. Thus, the project is in compliance with General Plan Policy 3.11A.

General Plan Policy 3.11C requires the preservation of biological resources or, where vegetation and habitat modification is inevitable, appropriate mitigation for potential impacts. The proposed project will not result in the modification of any native vegetation. As described above, the proposed project would have potentially significant indirect impacts to sensitive biological resources. Appropriate mitigation measures consistent with the Subarea Plan and in compliance with applicable federal, state, and local codes are required and incorporated into this EIR. These indirect impacts would be **potentially significant** prior to mitigation (**Impact BIO-11**). With implementation of **MM-BIO-1** through **MM-BIO-4,** outlined in Section 4.3.5 below, the project would be in compliance with General Plan Policy 3.11C.

The site does not constitute unique vegetation or wildlife habitats; significant scenic, ecological, or recreational value; or contain endangered or threatened species that are addressed in the General Plan Policies 3.11B, 3.11D, and 3.11E. Therefore, the project would not conflict with General Plan Policies 3.11B, 3.11D, and 3.11E.

The City of Oceanside landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The City mandates a 1:1 replacement ratio for any tree removed concerning its diameter at breast height and brown trunk height. Therefore, whenever a tree is removed, it is a requirement to replace it with a new tree of equivalent trunk diameter and brown trunk height. This rule ensures that there is no reduction in the total number or size of trees, maintaining the integrity of the urban tree population.

As previously described, the project site as it exists is heavily disturbed and does not include any native trees on site, though some ornamental trees exist within the disturbed habitat area. Ornamentals in this area include species such as native Fremont cottonwood and velvet ash and non-native species such as *Eucalyptus* sp. *and Acacia* sp. The project proposes a detailed landscape plan for the site, including tree and shrub plantings designed to enhance key site and architectural elements and to screen the perimeter edges of the project area. The project would be consistent with and would not conflict with the City's landscape regulations, and a tree survey would not be required.

In summary, with implementation of proposed mitigation, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be **less than significant with mitigation**.

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

No adopted or approved habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plans apply to the project. Consistent with City policy, the proposed project was assessed for consistency with the Subarea Plan. Per Section 5.2.4 of the Subarea Plan (City of Oceanside 2010), the proposed project includes a 100-foot biological buffer from the adjacent San Luis Rey River to ensure that the project does not result in undesirable edge effects. Lighting will be directed down and away from the San Luis Rey River. These design features are consistent with the Draft

Subarea Plan; therefore, the project is in compliance with the Subarea Plan. In accordance with Section 5.2.8 of the Subarea Plan (City of Oceanside 2010), implementation of mitigation measures **MM-BIO-1** through **MM-BIO-4**, outlined below, would further ensure compliance with the Subarea Plan. Therefore, with implementation of proposed mitigation, project implementation would not conflict with an applicable conservation plan and impacts would be **less than significant**.

4.3.5 Mitigation Measures

The following minimization and mitigation measures (**MM-BIO-1** through **MM-BIO-4**) would be implemented to reduce potential direct and indirect impacts to **less than significant**.

MM-BIO-1 Nesting Bird Surveys. Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests will have buffers established around them (e.g., 250 feet for passerines and 500 feet for raptors) by the project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot setback at their discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitors shall be provided in order to monitor active nests or other project activities in order to ensure all the project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas.

MM-BIO-2 Biological Monitoring. To prevent inadvertent disturbance to areas outside the limits of grading for each phase, all grading of native habitat shall be monitored by a qualified biologist with 5 years of experience in biological resource evaluation in San Diego County. The qualified biological monitor(s) shall be familiar with the local flora/fauna and shall be contracted to perform biological monitoring during all clearing and grubbing activities.

The project biologist(s) also shall:

a. Attend the pre-construction meeting with the contractor and other key construction personnel prior to clearing and grubbing to reduce conflict between the timing and location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds).
b. During clearing and grubbing, conduct meetings with the contractor and other key construction personnel each morning prior to construction activities to go over the proposed activities for the day, and for the monitor(s) to describe the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife prior to clearing and grubbing.

c. Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing and grubbing.

d. Supervise and monitor vegetation clearing and grubbing weekly to ensure against direct and indirect impacts to biological resources that are intended to be protected and preserved and to document that protective fencing is intact.

e. Flush wildlife species (i.e., reptiles, mammals, avian, or other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. This does not include disturbance of nesting birds (see MM-BIO-1).

f. Periodically monitor the construction site to verify that the project is implementing the following stormwater pollution prevention plan best management practices: dust control, silt fencing, removal of construction debris and a clean work area, covered trash receptacles that are animal-proof and weather-proof, prohibition of pets on the construction site, and a speed limit of 15 mph during daylight.

g. Periodically monitor the construction site after grading is completed and during the construction phase to see that artificial security light fixtures are directed away from open space and are shielded, and to document that no unauthorized impacts have occurred.

h. Keep monitoring notes for the duration of the proposed project for submittal in a final report to substantiate the biological supervision of the vegetation clearing and grading activities and the protection of the biological resources.

i. Prepare a monitoring report after the construction activities are completed, which describes the biological monitoring activities, including a monitoring log; photos of the site before, during, and after the grading and clearing activities; and a list of any special-status species observed.

MM-BIO-3 Temporary Installation of Fencing. To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.

MM-BIO-4 Invasive Species Prohibition**.** The final landscape plans shall be reviewed by the project biologist and a qualified botanist to confirm that there are no invasive plant species as included on the most recent version of the California Invasive Plant Council Inventory for the project region. In addition, any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement will 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 (*Linepithema humile*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests will not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the U.S. Fish and Wildlife Service that these pests already occur in natural areas around the project site. The stock will be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. All temporary irrigation will be for the shortest duration possible, and that no permanent irrigation will be used, for landscape adjacent to the on-site preserve.

Upon completion of construction, to avoid and minimize the presence of predators and brown-headed cowbirds on site, signs will be placed around the site near trash containers reminding people to pick up and throw away their trash properly. In addition, trash will be removed as required to prevent overflow of trash from closed trash receptacles. All trash cans will have secure lids to

prevent scattering of litter. The dumpsters and recycling enclosures will be fitted with lids and kept closed to avoid attraction of scavenging mammals and birds including rats, opossum, raccoon, ravens, crows, gulls, and cowbirds. Spoil, trash, or any debris will be removed off site to an approved disposal facility.

4.3.6 Level of Significance After Mitigation

With incorporation of **MM-BIO-1** through **MM-BIO-4**, outlined above, potentially significant impacts to biological resources would be reduced to a level of **less than significant**.

4.4 Cultural Resources

This section describes the existing cultural resources of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures, as necessary, related to implementation of the proposed Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (proposed project or project). The following analysis is based on the Negative Cultural Resources Phase I Inventory Report for the Eddie Jones Industrial Way project prepared by Dudek in March 2023 and the Cultural Resources Report for the Historical Assessment of the Property at 250 Eddie Jones Way prepared by Kristi S. Hawthorne in March 2022, which are included as Appendix D-1 and Appendix D-2 to this environmental impact report (EIR), respectively.

4.4.1 Existing Conditions

The approximately 31.79-acre project site currently consists of a disturbed property that includes remnants of a demolished 172,300-square-foot industrial manufacturing building, parking areas, ancillary infrastructure, and the Eddie Jones Way roadway. The building was demolished in 2022. The site also presently consists of vacant but disturbed land in the northern and western portions of the site. The remainder of the property consists of informal dirt pedestrian pathways and small shade structures and is vegetated with grasses, shrubs, and trees. In general, the property has been impacted by prior grading and construction associated with the previous industrial building and piecemeal improvements that were implemented since the site's original development in the 1960s. The cultural study area includes the entire 31.79-acre property and is referred to herein as the area of potential effect.

4.4.1.1 Methodology

Records Search

Dudek conducted a records search at the South Coastal Information Center (SCIC) for the project APE and a 1-mile radius buffer around the project (Confidential Appendix A of Appendix D-1 of this EIR). The records search results indicate that 97 previous cultural resources studies have been conducted within 1 mile of the project APE. Of the 97 studies, 7 studies intersect the project APE and are listed in Table 4.4-1 below. Of the 7 reports, 2 are cultural resource testing programs, 1 is a map for highway alternatives study, 1 is an archaeological reconnaissance, 1 is a letter report, 1 is a historic properties treatment plan, and 1 is an archaeological resource study. Approximately 65% of the APE has been previously studied. The studies not listed in Table 4.4-1 are included in Confidential Appendix A of Appendix D of this EIR.

Table 4.4-1. Reports Intersecting Project APE

Report Number	Date	Author(s)	Title
SD-00577	1982	Carrillo, Charles	Map For Highway Alternatives Study 11-SD-76 0.012.9 11821-159021
SD-01070	1978	Franklin, Randy and Richard L. Carrico	A Preliminary Archaeological Reconnaissance for a Proposed Flood Control Project in The Lower San Luis Rey River Drainage
SD-02630	1990	Carrico, Richard	Letter Report for The Whelan Lake Emergency Access Road Alternative in The North Oceanside Annexation Area

Table 4.4-1. Reports Intersecting Project APE

Report Number	Date	Author(s)	Title
SD-04795	1991	Moratto, Michael J. and Roberta Greenwood	Draft Historic Properties Treatment Plan San Luis Rey River Flood Control Project
SD-07657	1979	WESTEC Services Inc. and R.L. Franklin	Cultural Resource Test Sampling Program for a Proposed Flood Control Project in The Lower San Luis Rey River Drainage, Oceanside, California
SD-08469	1979	Carrico, Richard L. and R.L. Franklin	Cultural Resource Test Sampling Program for a Proposed Flood Control Project in The Lower San Luis Rey River Drainage, Oceanside, California
SD-14069	2011	Ni Ghabhlain, Sinead	Cultural and Historical Resource Study for The City of Oceanside General Plan – Circulation Element Update Program Environmental Impact Report (PEIR)

Source: Appendix D-1.

The SCIC records search did not identify any previously recorded cultural resources within the project APE. The records search did identify 33 cultural resources and 3 historic addresses within the 1-mile search radius of the project APE. Of the total 33 resources identified in the 1-mile buffer, 23 are prehistoric resources, 4 are historic resources, 3 are multi-component sites, 2 are prehistoric isolates, and 1 is an unknown site. Of the 23 prehistoric sites, 6 are shell and lithic scatters, 4 are artifact scatters, 4 are habitation sites, 4 are lithic sites, 4 are shell sites, and 1 is shell artifact scatter. Of the 4 historic sites, 2 sites consist of historic trash pits, 1 of a historic foundation, and 1 of a historic building. Of the 3 multi-component sites, 2 are historic foundations with lithic scatters, and 1 is a prehistoric habitation site and historic trash scatter. Both prehistoric isolates consist of prehistoric flakes. The closest resource to the project APE is CA-SDI-5130, a multi-component site that is located approximately 150 meters northeast of the project APE. No historic addresses have been recorded within the project APE.

CA-SDI-5130

CA-SDI-5130 was recorded in 1977 by C.E. Drover as a multi-component site consisting of a prehistoric habitation site and historic structures extending over an area of approximately 15–20 acres. Artifacts consisted of ground stone fragments, lithic tools, and flakes, and features included historic structures.

INFOTEC Research Inc. conducted a testing program and National Register of Historic Places (NRHP) evaluation for the San Luis Rey River Flood Control Project in 1990. This site is situated on two alluvial terraces on the north side of the San Luis Rey River just west of North Foussat Road and covers an approximately 64,000-square-meter area. Six prehistoric and two historic features were recovered during excavation. Feature 101 consisted of a possible hearth with lithics, faunal remains, and invertebrate remains. Feature 102 was a pit with human remains, ground stone fragments, lithics, invertebrate remains, faunal remains, charcoal, and historic materials. Feature 103 included human remains associated with ground stones, discoidal, fire-affected rock, faunal remains, lithics, charcoal, and invertebrate remains. Feature 104 is composed of bedrock milling, lithic tools, flakes, fire-affected rock, faunal remains, invertebrate remains, and two shell beads. Feature 105 consisted of cremation marks of milling stones, lithic debitage, faunal remains, and one shell bead. Feature 106 includes a scatter of fire-affected rocks, ground stone, burned soil, and burned grindstone. Historic Feature 1 included a scatter of floor tiles associated with kitchenware, metal, prehistoric ceramics, lithics, and shellfish. Historic Feature 2 is a trash pit with

human cranial fragment, butchered bone, household items, structural remains, prehistoric ceramics, lithics, ground stones, shellfish, one shell bead, and fire-affected rock.

Gallegos submitted an addendum for a site-number correction from CA-SDI-6015 to CA-SDI-5130 in 1993. The original survey for CA-SDI-6015 was conducted by Gallegos and Schroth in 1991 for the Cultural Resource Evaluation for Prehistoric Site CA-SDI-6015, Oceanside, California. This site was originally recorded southwest of CA-SDI-5130 and has been changed to be identified as part of CA-SDI-5130. This addendum mentions that Morrato and Greenwood conducted a historic properties treatment plan in 1991 and determined this site, CA-SDI-5130, eligible for the NRHP.

CA-SDI-5130 will not be impacted directly or indirectly by the project implementation because it does not intersect the APE.

Archival Research

Historical topographic maps and historical aerial images were reviewed at historicaerials.com to understand the development of the project area and surrounding properties (Appendix D). Historical aerial photographs of the project site were available for 1938, 1946, 1953, 1964, 1967, 1978, 1980–1986, 1988–1991, 1993–2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2018. The historical aerials from 1938 to 1953 show the project APE as being undeveloped. By 1953, Benet Road had been developed. The 1964 image shows the airport runway and Eddie Jones Way developed. By 1967, the project APE had been graded, and two structures, one large L-shaped structure and a smaller rectangular structure, had been constructed, along with a parking lot located immediately east of the structures. The structures are most likely the airport buildings. The 1978 aerial reveals that the L-shaped structure had been expanded, and landscaping and paved roadways had been developed around the airport structures. Several smaller structures had been constructed within the northern portion of the APE. Commercial development is located south of the airport and runway. The 1980 aerial does not reveal any changes to the APE. The 1981 aerial reveals more development, grading, and a square structure within the western portion of the APE. Historic aerials from 1982–1997 do not reveal any changes to the project APE. The 1998 image shows Benet Road completely developed and paved. Aerials from 1998–2000 do not reveal any changes to the project APE. By 2002, residential development was present north of the APE. The 2003 aerial reveals an additional large rectangular structure had been constructed east of and adjacent to the existing airport structures. The historical aerials from 2005 to 2018 do not reveal any changes to the project APE and represent what the area looked like until the structures were demolished in 2022.

Historical topographic maps for the project APE were reviewed (earliest available from 1893). The airport structures appear on the topographic maps from 1969, 1978, and 2000. Topographic maps from 2012, 2015, and 2018 mark the location of the Oceanside Municipal Airport.

Native American Heritage Commission and Tribal Correspondence

A search of the Native American Heritage Commission (NAHC) Sacred Lands File was requested by Dudek on February 4, 2022, for the project APE and a 1-mile buffer. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in the SCIC database. The NAHC response was received on March 25, 2022, and the Sacred Lands File results were positive. The NAHC response did not specify whether cultural resources intersect the project APE and recommended the project contact the La Jolla Band of Mission Indians and the San Luis Rey Band of Mission Indians for more information (Appendix D). The NAHC additionally provided a list of Native American tribes and individuals/organizations with traditional geographic

associations that might have knowledge of cultural resources in the area. Outreach letters to the Native American contacts provided by the NAHC were mailed March 25, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D). These letters attempted to solicit additional information relating to Native American resources that may be impacted by the project.

Dudek contacted the La Jolla Band of Mission Indians via telephone and email and did not receive a response. The San Luis Rey Band of Mission Indians recommended having a qualified archaeologist and Luiseño Native American monitor conduct monitoring during construction. The Viejas Band of Kumeyaay Indians responded by requesting a Kumeyaay cultural monitor be on site during all ground disturbance. The Pechanga Band of Indians responded with a request to be notified about the project process, copies of all archaeological documentation, consultation with the lead agency, and to have a qualified archaeologist and tribal monitor on site during all earthmoving activities. The Rincon Band of Luiseño Indians responded recommending a cultural resources study and records search and that a tribal monitor from the Rincon Band accompany the archaeologist during the survey. The NAHC and tribal correspondence is included in Appendix D-1.

In compliance with Assembly Bill 52, the City of Oceanside (City), as lead agency, is responsible for conducting government-to-government consultation with pertinent tribal entities. The City has conducted consultation with the San Luis Rey Band of Mission Indians, Rincon Band of Luiseño Indians, and San Pasqual Band of Mission Indians. Consultation included phone calls and email communication with the tribes. The San Pasqual Band of Mission Indians expressed their satisfaction with the consultation process as long as the project has a qualified Native American monitor on site, preferably from the La Jolla Band of Mission Indians. In the event that no tribal monitor is available, the San Pasqual Band of Mission Indians requests to be contracted for monitoring services. The Rincon Band of Luiseño Indians requested a cultural resources assessment, which the City provided, and has not responded since initial consultation. The San Luis Rey Band of Mission Indians requested monitoring and other recommendations as provided in the proposed mitigation measures. Analysis of Tribal Cultural Resources (TCRs) is further described in Section 4.15 of this EIR, Tribal Cultural Resources.

Intensive Pedestrian Survey

The intensive pedestrian field survey was conducted by a Dudek archaeologist on February 11, 2022. A Saving Sacred Sites Native American monitor participated in the survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with Secretary of the Interior Standards. Fifteen-meter-interval survey transects were conducted in a north–south direction (paralleling the project APE boundary) for the majority of the APE. Exposed ground-surface areas, such as vegetation clearings, cut banks, and rodent burrows/spoils were inspected for potential subsurface deposits and sediment conditions.

The project APE has been entirely disturbed and previously developed. Visibility of the ground surface was fair (25% 50%) in undeveloped portions of the project APE where vegetation was dense, while the developed portions of the project were completely obstructed by buildings, foundations, and dense vegetation (e.g., grass, brush, and trees). No cultural resources were identified during the pedestrian survey of the project APE. Built environment resources were observed within the APE.

4.4.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (16 United States Code 470, et seq.) establishes the federal policy for preservation of historical resources, including archaeological sites, and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to any undertaking.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the NRHP). It also gives the Advisory Council on Historic Preservation and the State Historic Preservation Officer an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

Executive Order 11593 (36 Federal Register 8921) (1) orders the protection and enhancement of the cultural environment by requiring federal agencies to administer cultural properties under their control in a spirit of stewardship and trusteeship for future generations; (2) initiates measures necessary to direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained for the inspiration and benefit of the people; and (3) in consultation with the Advisory Council on Historic Preservation, institutes procedures to assure that federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance (16 United States Code 470-1).

National Register of Historic Places

The NRHP is the nation's official list of historic places. The register is overseen by the National Park Service and requires that a property or resource eligible for listing in the register meet one or more of the following criteria at the national, state, or local level to ensure integrity and obtain official designation:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historical significance. The register has identified the following seven aspects of integrity: (1) location, (2) design, (3) setting, (4) materials, (5) workmanship, (6) feeling, and (7) association.

Properties are nominated to the register by the State Historic Preservation Officer, the federal preservation officer for properties under federal ownership or control, or the tribal preservation officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database of research information. Documentation of a property's historical significance helps encourage preservation of the resource.

State

Native American Historic Cultural Sites (California Public Resources Code Section 5097 et seq.)

California Public Resources Code Sections 5097–5097.6 state that the unauthorized disturbance or removal of archaeological or historical resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (express permission) on public lands, and it provides for criminal sanctions. This section was amended in 1987 to require consultation with the NAHC whenever Native American graves are found. Violations that involve taking or possessing remains or artifacts are felonies.

California Public Resources Code Section 5097.5 states that "no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act), enacted in 2001, required all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (California Public Resources Code Section 5024.1[c]; 14 California Code of Regulations Section 4852[d][2]).

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological and historic resources:

1. California Public Resources Code Section 21083.2(g): Defines "unique archaeological resource."
2. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource"; it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with the religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historical resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate

surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the county coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the Most Likely Descendant. With the permission of the landowner, the Most Likely Descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the Most Likely Descendant by the NAHC. The Most Likely Descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Assembly Bill 52

California Assembly Bill 52, which took effect July 1, 2015, establishes a consultation process between California Native American Tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to TCRs. Public Resources Code Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either:

1. Listed or eligible for listing in the CRHR or a local register of historical resources, or
2. Determined by a lead agency to be a TCR.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resources Management Element (City of Oceanside 2002a) and the Land Use Element (City of Oceanside 2002b) of the City's General Plan. The Environmental Resources

Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element states that the objective for cultural sites is to "Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes."

In order to achieve this objective, the City will:

1. Encourage the use of "O" zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element states the following policy relevant to historic sites:

> 1.33 Historic Areas and Sites, Policy A: The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources.

The Land Use Element further contains the following policies regarding cultural resources:

> 3.2A: The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
>
> 3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
>
> 3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.
>
> 3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
>
> 1. The site is completely or largely in a natural state;
> 2. There are recorded sites on nearby properties;
> 3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
> 4. The project site includes large boulders and/or oak trees; or
> 5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code, referred to as the Historic Preservation Ordinance, identifies evaluation criteria under which a historical site or area may be designated in Section 14A.6, as follows (City of Oceanside 2017):

A. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or

B. It is identified with persons or events significant in local, state, or national history; or

C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

D. It is representative of the notable work of a builder, designer, or architect; or

E. It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to in CEQA Guidelines Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Disturb any human remains, including those interred outside of formal cemeteries.

The CEQA Guidelines state that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance. To best mitigate the effects of a project on cultural resources, a lead agency must make a reasonable, good faith effort to determine their historical or archaeological character and eligibility for listing in the CRHR. Of the four primary CRHR criteria for making such recommendations listed in Section 4.4.2, Regulatory Setting, Criterion 4 is most applicable for directing Phase I archaeological investigations. To be eligible for listing in the CRHR, a site must have "yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation" (California Public Resources Code Section 5024.1; 14 California Code of Regulations Section 4852).

4.4.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

As concluded in Appendix D-2, in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California Public Resources Code, the buildings that previously occupied the project site did not appear to be eligible for listing in the NRHP, CRHR, or as a City of Oceanside Designated Historic Resource due to a lack of significance. As such, no buildings on the project site were historical resources under CEQA. The project would not cause a substantial change in the significance of a historical resource as defined by CEQA Guidelines section 15064.2, and no potential indirect impacts to historical resources were identified, as the proposed project has no impact to the built environment beyond the project site. Therefore, impacts would be **less than significant**.

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Dudek's Phase I cultural resources inventory of the project indicates that there is low sensitivity for identifying intact subsurface archaeological deposits during project implementation (Appendix D-1). The SCIC records search did not identify any resources within the project APE, the review of historical aerials showed extensive grading and disturbance to the project APE, and the pedestrian survey did not identify any cultural resources within the project APE.

Despite no significant archaeological resources being identified within the project site, there is the potential to impact unknown resources during project construction. A qualified archaeologist and Luiseño Native American monitor shall be present on site full time during grubbing, grading, and/or other ground-altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or TCR. As recommended in the Negative Cultural Resources Phase I Inventory Report (Appendix D-1), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected to a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. See Section 4.15 of this EIR, Tribal Cultural Resources, for further discussion of potential tribal monitoring of ground-disturbing activities. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

Additionally, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural resource mitigation measures (MMs), **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4.5 below. The project would not cause a substantial change in the significance of an archeological resource pursuant to CEQA Guidelines section 15064.2 with implementation of the recommendations in the Negative Cultural Resources Phase I Inventory Report (Appendix D-1) and implementation of the City's cultural mitigation measures; potential impacts to archaeological resources would be **less than significant**.

Would the Project disturb any human remains, including those interred outside of formal cemeteries?

The project site is not used as a cemetery and is not otherwise known to contain human remains. Additionally, no evidence of human remains was discovered within the project site during the field surveys. However, this does not preclude finding human remains during project excavation and grading activities. As a standard construction practice, and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the Most Likely Descendant of the deceased Native American. The Most Likely Descendant shall complete inspection

within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

The project would not cause a significant impact through the disturbance of human remains, as the project would be required to comply with Section 7050.5 of the California Health and Safety Code; any potential impacts to human remains would be **less than significant**.

4.4.5 Mitigation Measures

Despite no significant archaeological resources being identified within the project site, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined below.

MM-CUL-1 Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe. A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and Tribal Cultural Resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. Through consultation with the Tribes that consulted on the project and with their consent, certain artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.

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

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

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

project site, to identify any evidence of potential archaeological or Tribal Cultural Resources. All fill materials shall be absent of any and all Tribal Cultural Resources.

MM-CUL-5 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" for CA-SDI-5345 shall be prepared by a Qualified Archaeologist, in consultation with the other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American Monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.

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

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

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

MM-CUL-9 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendant.

4.4.6 Level of Significance After Mitigation

As analyzed above, project implementation of the recommendations in the Negative Cultural Resources Phase I Inventory Report (Appendix D-1), compliance with the laws described above, and implementation of the City's cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** would ensure that potential impacts to archaeological resources and human remains would remain **less than significant**.

4.5 Energy

This section describes the existing energy conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Eddie Jones Warehouse, Manufacturing & and Distribution Facility Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the latest version of California Emissions Estimator Model (CalEEMod), Version 2020.4.0,[1] to estimate the proposed project's energy use (Air Quality and Greenhouse Gas Emissions Technical Report, provided as Appendix B).

4.5.1 Existing Conditions

Electricity

According to the U.S. Energy Information Administration, California used approximately 250,379 gigawatt-hours (GWh) of electricity in 2019 (EIA 2020a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices in a building. By sector in 2017, commercial uses accounted for 46% of the state's electricity use, followed by 35% for residential uses, and 19% for industrial uses (EIA 2019). Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2020b).

San Diego Gas and Electric Company (SDG&E) provides electric services to 3.7 million customers through 1.49 million electric meters located in a 4,100-square-mile service area that includes San Diego County and southern Orange County (SDG&E 2022). According to the California Public Utilities Commission (CPUC), SDG&E customers consumed approximately 19,045 million kilowatt-hours (kWh) of electricity in 2020 (CPUC 2022).

SDG&E receives electric power from a variety of sources. In 2021, 55% of SDG&E's power came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2022).

Updated electricity demand forecasts show that electricity consumption in California is increasing at an accelerating rate, fueled in part by California's efforts to decarbonize the transportation and building sectors by switching from fossil fuels to electricity. Statewide electricity sales were more than 290,000 GWh in 2021 and are forecasted to be just under 302,000 GWh in 2035 (CEC 2023).

In San Diego County, the California Energy Commission (CEC) reported an annual electrical consumption of approximately 7.4 billion kWh in 2020 for residential use (CEC 2020).

In June 2022, the Oceanside City Council voted in favor of joining the Clean Energy Alliance (CEA). The CEA follows a community choice energy model that allows local governments to purchase power to meet their community's

[1] CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform to calculate construction and operational emissions from land use development projects. The model was developed for the California Air Pollution Control Officers Association in collaboration with multiple air districts across the state. Numerous lead agencies in the state, including the San Diego Air Pollution Control District, use CalEEMod to estimate greenhouse gas emissions in accordance with California Environmental Quality Act Guidelines Section 15064.4(a)(1). CalEEMod Version 2020.4.0 was used for project analysis prior to the release of CalEEMod 2022, which was released for "full launch" on December 21,2022. Use of CalEEMod 2020.4.0 is appropriate for the project as CalEEMod Version 2022 was not available at the time of the project Notice of Preparation in July 2022.

electricity needs, offering an alternative to investor-owned utilities. CEA offers competitive prices and clean energy options while reinvesting revenues into projects and programs that benefit members' communities.

Under California state law, local governments are allowed to form community choice aggregation programs, commonly known as CCAs, that offer an alternative to investor-owned utilities such as San Diego Gas & Electric. CEA was established through a multi-agency partnership. This model enables local governments to purchase and manage their community's energy supply. While CEA is locally operated, they work in partnership with the region's existing investor-owned utility: CEA procures the electricity while the local investor-owned utility continues to deliver energy, maintain the grid, provide billing services, and handle all new service requests and emergencies.

Participation in the CEA is completely voluntary. Customers have the choice to opt out and choose to remain full customers of the local investor-owned utility, in this case SDG&E. Because of the option to remain a local investor-owned utility customer, for the analysis, it is conservatively assumed that SDG&E is the electric provider.

Natural Gas

CPUC regulates natural gas utility service for over 11 million customers who receive natural gas from Pacific Gas & Electric, Southern California Gas (SoCalGas), SDG&E, Southwest Gas, and several smaller natural gas utilities. CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2022). SDG&E provides natural gas service to San Diego County and Orange County and would provide natural gas to the proposed project. SDG&E is a wholesale customer of SoCalGas and currently receives all of its natural gas from the SoCalGas system (CPUC 2023).

The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 35% of the natural gas delivered by California utilities. Large consumers, such as electric generators and industrial customers (noncore customers), accounted for approximately 68% of the natural gas delivered by California utilities (CPUC 2023).

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2023).

CEC reports that SDG&E consumed a total of approximately 50.5 trillion British thermal units (Btu) of natural gas in 2020, including 14.7 trillion Btu for commercial buildings, 2.2 trillion Btu for industrial buildings, and 30.2 trillion Btu for residential use (CEC 2022a). In San Diego County, total natural gas consumption was approximately 50.5 trillion Btu in 2020, with 20.2 trillion Btu for nonresidential use and 30.3 trillion Btu for residential use (CEC 2022b).

Petroleum

According to the U.S. Energy Information Administration, California used approximately 681 million barrels of petroleum in 2018, with the majority (584 million barrels) used for the transportation sector (EIA 2021). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.4 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. By sector, transportation uses account for approximately 85.5% of the state's petroleum use, followed by 11.1% from industrial uses, 2.5% from commercial uses, 0.9% from residential uses, and 0.01% from electric power uses (EIA 2018). Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel.

California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.5.2, below. As such, CEC anticipates an overall decrease of gasoline demand in the state over the next decade.

Existing Infrastructure

The approximately 31.79-acre project site was previously improved with an approximately 172,300-square foot industrial manufacturing building, which was demolished in 2022. The proposed project would connect to existing electrical lines and natural gas pipelines within existing roadways adjacent to the project site, which served the previous structure on the project site. Electricity and natural gas for the proposed project is assumed to be provided by SDG&E, but for electricity service the project tenants may choose to join the CEA.

4.5.2 Regulatory Setting

Federal

Energy Policy and Conservation Act

In 1975, Congress enacted the federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 Federal Register [FR] 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation, discussed above. The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes the following provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2022). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in greenhouse gas (GHG) emissions, including the use of renewable fuels, reducing petroleum importing, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program is referred to as "RFS2" and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Federal Vehicle Standards

In 2007, the Bush Administration issued Executive Order (EO) 13432, directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011. In 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025 on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light-duty trucks (EPA 2022).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (76 FR 57106–57513). The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the final phase two program for fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers and model years 2021–2027 for semitrucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light-duty trucks and establish new standards for model years 2021–2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of 1 degree Celsius by 2100 (EPA and NHTSA 2018).

In 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. In March 2020, Part Two was issued, which set CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021–2026. In March 2022, EPA reinstated California's authority under the federal Clean Air Act to implement its own GHG emission standards and zero-emission vehicle sales mandate. EPA's March 2022 action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

State

California Environmental Quality Act

Appendix F of the California Environmental Quality Act (CEQA) Guidelines calls for discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

California Energy Commission

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the Energy Commission to prepare an integrated energy report every two years. The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. CEC's Integrated Energy Policy Report (IEPR) sets forth policies that would enable the state to meet its energy needs under the carbon constraints established in the 2006 Global Warming Solutions Act. The IEPR also provides a set of recommended actions to achieve these policies. The 2022 IEPR Update provides the following recommendations (CEC 2023):

Embedding Equity and Environmental Justice at CEC

- Open an informational proceeding on equity and environmental justice to continue formal dialogue with the public.
- Check CEC progress through future IEPR proceedings on embedding equity and environmental justice.
- Hold an annual equity and environmental justice summit.
- Provide more customized support to tribes and communities.
- Secure more workforce development expertise.
- Continue a regional approach and work more consistently with local government.
- Consider a supplier diversity program.

California Energy Planning Library

- Launch the California Energy Planning Library to ensure that key data and analysis developed by the CEC are timely, transparent, and readily accessible.
- Solicit stakeholder engagement and feedback on how to continue to improve the new platform.
- Provide adequate and consistent state funding to support further development and ongoing data updates for the California Energy Planning Library

Energy Reliability

- Enacted Strategic Electricity Reliability Reserve to make additional generation and load reduction available during extreme events, including through the Demand Side Grid Support program and the Distributed Energy Backup Assets program. Components of the Strategic Reliability were implemented quickly enough to support summer 2022.
- Preserved the option to extend Diablo Canyon Power Plant for reliability needs.
- Initiated efforts to analyze opportunities for additional reliability investments and develop a Clean Energy Reliability Investment Plan.

Role of Hydrogen in California's Clean Energy Future

- Develop an agreed-upon and standardized method to measure the climate benefits of hydrogen while accounting for varying feedstocks and production processes.
- Set targets for reducing GHG emissions from hydrogen production.
- Expand analysis of hydrogen supply adequacy and hydrogen demand for electricity.
- Fully engage in the federal Hydrogen Hub initiative.

Gasoline Cost Factors and Price Spikes

- Additional data is necessary to better understand the impact of planned and unplanned refinery outages and inventory levels on gasoline prices.
- CEC is developing a Transportation Fuels Transition Study to plan for and track progress on the state's transition away from petroleum fuels and toward a reliable, safe, equitable, and affordable transportation fuels future.

Distributed Energy Resources [DER]

- Examine how to balance the roles of DER and grid assets in making the energy transition away from fossil fuels.
- Examine the role of interconnection and how utility process reform can increase the pace of DER deployment.

Warren–Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974. The Warren–Alquist Act created CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from utilities, which had a financial interest in high demand projections, and transferred it to a more impartial CEC.
- CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided, and identified policies, strategies, and actions that are cost effective and environmentally sound for California's consumers and taxpayers. In 2005, CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based in part on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

Senate Bill 1078 (2002)

SB 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

Senate Bills 107 (2006), X1-2 (2011), 350 (2015), and 100 (2018)

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. SB X1-2 sets a three-stage

compliance period: by December 31, 2013, 20% shall come from renewables; by December 31, 2016, 25% shall come from renewables; and by December 31, 2020, 33% shall come from renewables.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources eventually supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from nonrenewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on nonrenewable energy sources would also be reduced.

Assembly Bill 1007 (2005)

AB 1007 (2005) required CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with other state, federal, and local agencies. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted SB 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, CARB prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiency and the use of renewable resources and on reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources. Additional information on AB 32 and SB 32 is provided in Section 4.7, Greenhouse Gases, of this EIR.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018a). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018a).

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). CALGreen establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. Title 24 categorizes residential buildings that are four or more habitable levels as high-rise residential rather than mid-rise. High-rise residential is included in the nonresidential section of Title 24 and therefore is subject to the nonresidential code rather than the residential code. For nonresidential projects, some of the key mandatory CALGreen 2019 standards (which the project is subject to) involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle charging stations, shade trees, water-conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land-clearing debris, and commissioning (24 California Code of Regulations Part 11).

The 2022 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. CEC updates the Title 24 Energy Code every 3 years. CEC adopted the 2022 Title 24 Energy Code in August 2021, and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code will go into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in single-family, multifamily, and nonresidential buildings through the following strategies (CEC 2021):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV [photovoltaic] and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC [heating, ventilation, and air conditioning], and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

California's Integrated Energy Policy Report

CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. CEC's 2018 IEPR discusses the state's policy goals of decarbonizing buildings, doubling energy efficiency savings, and increasing flexibility in the electricity grid system to integrate more renewable energy (CEC 2018b). Specifically, for the decarbonizing of building energy, the goal would be achieved by designing future commercial and residential

buildings to have their energy sourced almost entirely from electricity in place of natural gas. Regarding the increase in renewable energy flexibility, the goal would be achieved through increases in energy storage capacity within the state, increases in energy efficiency, and adjusting energy use to the time of day when the most amount of renewable energy is being generated. Over time, these policies and trends would serve to beneficially reduce the project's GHG emissions profile and energy consumption.

Executive Order N-79-20.

EO N-79-20 sets the goal for the state that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. EO-N-79-20 also sets goals for transitioning to 100% zero-emission all medium- and heavy-duty vehicles by 2045, and zero-emission drayage trucks, off-road vehicles, and equipment by 2035, where feasible. Among other directives to further this EO, for passenger cars and trucks, the governor directed CARB to develop and propose regulations requiring increasing volumes of new zero-emission vehicles sold in the state to progress toward the target of 100% of in-state sales by 2035. The governor also directed the Governor's Office of Business and Economic Development to develop a Zero-Emissions Vehicle Market Development Strategy, which was completed in February 2021 (GO-Biz 2021). The EO also directs updates and assessments to ensure zero-emission vehicle infrastructure is in place to support the levels of electric vehicle adoption required by the order.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As codified in the California Government Code, Section 65080, SB 375 requires metropolitan planning organizations (San Diego Association of Governments) to include a sustainable communities strategy in their regional transportation plan. The main focus of the sustainable communities strategy is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also a part of a larger effort to address other development issues within the general vicinity, including transit and vehicle miles traveled, which influence the consumption of petroleum-based fuels.

Local

SDG&E Individual Integrated Resource Plan

SDG&E's Conforming Portfolios identify a need for approximately 1,546 MW of new capacity in 2035, comprising new solar, storage, and wind resources. (SDG&E 2022). SDG&E's Conforming Portfolio demonstrates that the utility is well positioned to achieve the state's climate and reliability goals, in part due to SDG&E's early compliance with RPS requirements, with around 56% of its energy mix expected from renewable resources in Compliance Period 4 (2021–2024) (SDG&E 2022). SDG&E has aggressively adopted energy storage and does not use coal resources. SDG&E is fully compliant with RPS and long-term contracting requirements. SDG&E continues its efforts to meet resource-specific renewable procurement mandates, as required, but does not expect to procure additional resources for RPS compliance purposes until after 2030.

Clean Energy Alliance

In June 2022, the Oceanside City Council voted in favor of joining the CEA. The CEA follows a community choice energy model that allows local governments to purchase power to meet their community's electricity needs, offering

an alternative to investor-owned utilities. CEA offers competitive prices and clean energy options while reinvesting revenues into projects and programs that benefit members' communities.

Participation in CEA is completely voluntary. Customers have the choice to opt out and choose to remain full customers of the local investor-owned utility, in this case SDG&E. Because of the option to remain a local investor-owned utility customer, for the analysis, it is conservatively assumed SDG&E is the electric provider. Nevertheless, the CEA offers the following plans to customers:

Clean Impact – 50% Renewable Energy Content

Clean Impact Plus – 50% Renewable Energy, 75% Carbon-free Product

Green Impact – 100% Renewable Energy Content

Personal Impact – Net Energy Metering: For customers who generate their own solar or wind power

City of Oceanside General Plan

Energy Climate Action Element

The Energy Climate Action Element (ECAE) of the General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The ECAE focuses on activities associated with human-induced climate change. The ECAE outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the ECAE are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption (City of Oceanside 2019a). Relevant primary themes and goals are outlined as follows:

- Renewable Energy and Energy Efficiency: Oceanside residents and local business owners are encouraged to invest in energy efficiency. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using alternative sustainable sources of energy are effective ways to reduce GHG emissions and provide cost-savings opportunities. Oceanside residents and business owners are encouraged to:
  - Install residential and commercial PV systems;
  - Install energy efficient lighting and appliances;
  - Eliminate wasted energy by turning off appliances, lights, and equipment when not in use;
  - Replace or clean filters and vents in home cooling and heating equipment;
  - Install energy efficient windows; and
  - Replace incandescent light bulbs with compact fluorescent bulbs
- Smart Growth and Multimodal Transportation: Advances in technology, including Information and Communication Technologies (ICT), have changed how people work and communicate. ICT enables residents to work from home more efficiently and thus makes telecommuting a viable option. Considering that transportation sources are the largest single source of GHG emissions; reducing VMT [vehicle miles traveled] attributed to commuting to and from work is important to reduce the City's carbon footprint. While the City ensures that land use policies and zoning regulations facilitate efficient land use to accommodate

future population, housing, and employment growth, individuals can make conscious choices to reduce their transportation impacts.

- Purchase a fuel-efficient or ZEV [zero-emission vehicle];
- Choose to live near public transit and use public transit;
- Utilize alternative modes of transportation (i.e. walk or bike);
- Telecommute whenever possible; and
- Plan out trips in advance and combine multiple trips where possible.

- Zero Waste: The key to generating less waste is to reduce the amount people buy or consume and reuse products that are purchased. Making the choice to consume less provides more social and environmental benefits than recycling and composting alone. It is important to note that small daily choices and habits add up. If individuals commit to the following actions, the City will be closer to attaining its zero waste goal:
  - Reduce needless consumption and the generation of waste.
  - Reuse any item that can be reused, or give it to a person/charity that can reuse it.
  - Recycle whatever you can and only dispose of what you must.
  - Rot your food and yard waste through composting – nature's way of recycling.
  - Donate excess food through gleaning. Gleaning reduces food waste that goes into landfills.
  - Attend a class or workshop to learn about composting and vermicomposting.
- Water Conservation: Using water efficiently is critical to ensuring an adequate water supply for Oceanside. The following strategies will help Oceanside residents conserve water and help the City to reduce indoor and outdoor water consumption, thereby reducing emissions attributed to the water and wastewater sector:
  - Enroll in the Oceanside WaterSmart Program to manage water use;
  - Remove turf and replace with water-efficient landscape;
- Urban Greening: The City encourages residents to do the following to help increase the City's tree canopy and promote carbon capture:
  - Coordinate with the City to replace trees removed from parkways;
  - Plant trees on private property;
  - Collaborate with organizations, such as Tree San Diego, to learn about the benefits of trees; and
  - Replace concrete and asphalt surfaces with permeable paving

City of Oceanside Climate Action Plan

The City adopted a climate action plan in May of 2019, which seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests such as quality of life, economic development, and social equity. The climate action plan outlines City measures and strategies to reduce GHG emissions to make progress towards meeting the State of California's 2050 GHG reduction goal. The climate action plan mirrors what the ECAE mentions regarding the different efforts that will be vital in meeting these goals for GHG reduction (City of Oceanside 2019b).

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to energy are based on CEQA Guidelines Appendix G. According to Appendix G, a significant impact related to energy would occur if the proposed project would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.4 Impacts Analysis

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

Construction Use

The proposed project would require an approximately 12-month-long construction period. The construction phases anticipated to occur include site preparation, rough grading, building construction and architectural coating, and paving. Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would trucks associated with vendor and haul trips.

The amount of electricity used during construction would be minimal relative to the total power used in the region or state and typical of what is required to construct a development like the project. 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. Natural gas is not anticipated to be required during project construction.

Heavy-duty construction equipment of various types would be used during each phase of construction. The CalEEMod analysis discussed in Appendix B to this EIR includes the proposed construction schedule and equipment usage. Based on that analysis, over all phases of construction, diesel-fueled construction equipment would run for an estimated 14,050 hours, as summarized in Table 4.5-1.

Table 4.5-1. Hours of Operation for Construction Equipment

Phase	Hours of Equipment Use
Site Preparation	1,120
Grading	2,880
Building Construction	8,160
Paving	1,680
Architectural Coating	210
Total	**14,050**

Source: Appendix B.

Fuel consumption from construction equipment was estimated based on the project's anticipated construction schedule by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of diesel. Construction is estimated to occur over a 12-month period (2024–2025) based on the CalEEMod construction phasing schedule as described in Section 4.2, Air Quality. 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 2019). The estimated diesel fuel use from construction equipment is shown in Table 4.5-2.

Table 4.5-2. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg CO_2/Gallon	Gallons
Site Preparation	7	33.72	10.21	3,302.75
Grading	8	123.70	10.21	12,115.20
Building Construction	9	139.92	10.21	13,704.34
Paving	6	35.33	10.21	3,460.31
Architectural Coating	1	4.47	10.21	438.25
			Total	33,020.86

Sources: Appendix B (pieces of equipment and equipment CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are analyzed as being gasoline fueled, and vendor/hauling vehicles are analyzed as being diesel fueled. Calculations for total worker, vendor, and hauler fuel consumption are provided in Tables 4.5-3, 4.5-4, and 4.5-5, respectively.

Table 4.5-3. Construction Worker Vehicle Gasoline Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Site Preparation	360	1.15	8.78	131.28
Grading	900	2.88	8.78	328.18
Building Construction	67,200	211.41	8.78	24,078.41
Paving	560	1.73	8.78	197.45
Architectural Coatings	3,920	12.14	8.78	1,382.13
			Total	26,117.44

Sources: Appendix B (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Table 4.5-4. Construction Vendor Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Site Preparation	80	0.84	10.21	82.10
Grading	180	1.89	10.21	184.64
Building Construction	26,160	271.48	10.21	26,589.60
Paving	140	1.44	10.21	141.12
Architectural Coatings	0	0	10.21	0
			Total	26,997.42

Sources: Appendix B (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Table 4.5-5. Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Site Preparation	0	0	10.21	0
Grading	2,500	78.67	10.21	7,704.98
Building Construction	0	0	10.21	0
Paving	0	0	10.21	0
Architectural Coatings	0	0	10.21	0
			Total	**7,704.98**

Sources: Appendix B (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

As shown in Tables 4.5-2 through 4.5-5, the project is estimated to consume a total of approximately 93,840.70 gallons of petroleum during the construction phase. By comparison, approximately 15.08 billion gallons of petroleum would be consumed in California over the course of the proposed project's construction period based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016). Additionally, the proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which limits fuel use by restricting heavy-duty diesel vehicle idling time to 5 minutes. Based on the calculations above, the project would not significantly affect the overall demand for petroleum considering the project's minimal contribution towards demand, as well as compliance with CARB's Airborne Toxics Control Measure, and therefore would not create wasteful, inefficient, or unnecessary consumption of energy resources.

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers is not anticipated; however, electricity used for such activities would be less than that required for project operation and would be typical of similar construction sites; would not create wasteful, inefficient, or unnecessary consumption of energy resources; and would have a minimal contribution to the project's overall energy consumption. Construction would comply with all relevant energy-related regulations by conserving energy and natural resources to the extent feasible. The energy demands due to diesel and gasoline use during construction would be small relative to statewide and local demands for fuel use, as discussed previously. The energy consumption during project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently. The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction; impacts related to temporary energy consumption during construction of the project would be **less than significant.**

Operational Use

Electricity

SDG&E provides electric services to 3.7 million customers through 1.49 million electric meters and 905,000 natural gas meters throughout a 4,100-square-mile service area in San Diego County and southern Orange County (SDG&E 2022). According to CPUC, SDG&E customers consumed approximately 19,045 million kWh of electricity in 2020 (CPUC 2022). Based on recent energy supply and demand projections in California, statewide per-capita consumption is expected to remain relatively constant at 7,200–7,800 kWh per person (CEC 2015). In the County, SDG&E reported an annual electrical consumption of approximately 15,634 million kWh in 2018, with 8,550 million kWh for nonresidential use and 7,084 million kWh for residential use (SDG&E 2019). More specifically, within the City, annual electricity consumption (encompassing both residential and nonresidential) was approximately 654,557,305 kWh in 2018 (SDG&E 2019).

CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as heating and cooling systems), lighting, and use of appliances, plug-ins, and other sources not covered by Title 24. CalEEMod estimated that the project would consume approximately 4,456,998 kWh of electricity annually, with an additional consumption of 950,476 kWh per year from the operational electric forklifts and yard truck, for a total consumption of 5,407,475 kWh per year. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of project operation is approximately 0.8% of the City's use. Considering the project would be consistent with the City's General Plan and zoning for the site, the local and regional electricity demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards and would self-generate 50% of electric energy demand with on-site solar energy systems, providing evidence that the operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Natural Gas

The CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. SDG&E provides natural gas service to San Diego and Orange Counties and would provide service to the project site. CalEEMod estimated that the project would consume approximately 3.45 million thousand Btu of natural gas annually. By comparison, the City consumed approximately 4,877 million thousand Btu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with 1year of project operation is approximately 0.07% of the SDG&E existing demand. Considering the proposed project would be consistent with the City's General Plan and zoning for the site, the local and regional natural gas demand planning would have included the project. In addition, the proposed project would comply with Title 24 energy efficiency standards, providing evidence that the operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Petroleum

There are more than 36 million registered vehicles in California, and those vehicles consume an estimated 1.45 billion gallons of fuel each year (CEC 2022a; DMV 2022). Petroleum currently accounts for approximately 92% of California's transportation energy consumption (CEC 2019). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled. Market forces have driven the price of petroleum products steadily upward over time, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible. Largely as a result of and in response to these multiple factors, gasoline consumption within the state has declined in recent years, and availability of other alternative fuels and energy sources has increased. The quantity, availability, and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate (CEC 2019). Increasingly available and diversified transportation energy resources act to promote continuing reliable and affordable means to support vehicular transportation within the state.

CalEEMod estimated that the project would generate approximately 9,701,779 vehicle miles traveled per year including passenger and truck trips associated with the operation of warehouse and manufacturing modeled land uses. 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, 78% of the fleet range from light-duty to medium-duty vehicles and motorcycles, which were assumed to run on gasoline. The remaining 22% of vehicles represent medium-heavy duty to heavy-duty vehicles, which were assumed to run on diesel. Calculations for annual mobile-source fuel consumption are provided in Table 4.5-6.

Table 4.5-6. Mobile Source Fuel Consumption – Operation

Fuel	Vehicle MT CO_2	kg CO_2/Gallon	Gallons
Gasoline	3,762.53	8.78	428,533.88
Diesel	1,091.34	10.21	106,888.95
		Total	**535,422.83**

Sources: Appendix B (mobile source CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

As shown in Table 4.5-6, mobile sources from the proposed project would result in approximately 428,533 gallons of gasoline per year and 106,889 gallons of diesel consumed per year beginning in 2024. By comparison, California as a whole consumed approximately 1.45 billion gallons of petroleum in 2018 (CEC 2019).

Over the lifetime of the project, the fuel efficiency of the vehicles being used by residents, visitors, and employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time.

In summary, although the project would increase electricity, natural gas, and petroleum use during operation, considering the size of the project, estimated use of these resources would be minimal relative to existing statewide and local demands. Energy consumption during project operation would be commensurate with typical commercial projects and would not use energy wastefully or inefficiently. Furthermore, the project would include several sustainability design features to reduce potential energy and water usage, such as electric vehicle parking, solar PV roof tiles to accommodate 50% of on-site energy demand, and drought-tolerant landscaping and water efficient irrigation systems.

As stated above, the proposed project will include on-site solar PV systems. Other renewable energy systems including wind turbine generation, geothermal generation, energy storage, and other renewable energy generation features are not considered technically or economically feasible and/or demonstrated for a similar project. Additionally, site constraints include limited land availability and incompatibility with land use for large-scale power generation facilities, as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons other on-site renewable energy systems are not considered feasible for the proposed project.

Given the considerations above, energy consumption associated with operation of the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; impacts would **be less than significant**.

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

> The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water

heating, heating, and air conditioning, including the energy impact of the building envelope including windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Title 24, Part 6. Title 24, Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The proposed project would comply with Title 24, Part 6, per state regulations.

Title 24, Part 11. In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as and schools and hospitals.

2022 CALGreen. CALGreen standards are the current applicable standards. The 2022 standards improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in single-family, multifamily, and nonresidential buildings, through the following strategies (CEC 2021):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC, and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Additionally, it is anticipated that operational vehicles would meet the applicable standards of AB 1493 (vehicles manufactured in 2009 or later), and as a result, would likely consume less energy as fuel efficiency standards increase and vehicles are replaced. SDG&E supplies natural gas and electricity to the project site. The proposed project would result in an increased use of natural gas and electricity. However, the project would result in a nominal increase in natural gas and electricity over the City's typical annual natural gas and electricity consumption.

Energy Climate Action Element of the General Plan

As stated previously, the ECAE of the City's General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. In support of the primary themes and goals of the ECAE the project would involve the following:

- Install commercial PV systems
- Install energy-efficient lighting and appliances
- Eliminate wasted energy by turning off appliances, lights, and equipment when not in use
- Replace or clean filters and vents in home cooling and heating equipment
- Install energy efficient windows
- Utilize compact fluorescent bulbs
- Reduce needless consumption and the generation of waste
- Enroll in the Oceanside WaterSmart Program to manage water use
- Plant trees on the project site

The project's resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond and would be consistent with local and regional plans for usage of the project site and the energy consumption associated with that usage. Considering the project would be consistent with the City's General Plan and zoning for the site, the local and regional energy-demand planning would have included the project. As substantiated in the calculations above, the increase in electricity and natural gas usage attributable to the proposed project falls within the current electricity and natural gas local demands. In addition, the project would comply with Title 24 energy-efficiency standards, use appliances that meet Title 20 requirements, and implement sustainability design features. As outlined in Chapter 3 of this EIR, proposed sustainability design features to be incorporated into the project design include electric vehicle parking stalls; solar PV roof tiles to accommodate 50% of on-site energy demand as required by the City of Oceanside Zoning Ordinance Article 30, Section 3047; and drought-tolerant landscaping and water-efficient irrigation systems. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

4.5.5 Mitigation Measures

Impacts related to energy as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.5.6 Level of Significance After Mitigation

No potentially significant impacts related to energy were identified; therefore, no mitigation measures are required. Impacts related to energy would be **less than significant**.

4.6 Geology and Soils

This section describes the existing geological setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies whether mitigation measures are necessary related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). The following analysis is based on the geotechnical investigation that was prepared for the project by NOVA Services Inc. in October 2021, included in this environmental impact report (EIR) as Appendix L.

4.6.1 Existing Conditions

4.6.1.1 Regional Geologic Setting

The project area is situated in the Peninsular Ranges Geomorphic Province of California. This geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California and varies in width from approximately 30 to 100 miles. The province consists of northwest-trending mountains underlain by Tertiary sedimentary rocks, Mesozoic meta-volcanic and metasedimentary rocks, and Cretaceous igneous rocks of the Southern California Batholith. Most of the coastal region of the County of San Diego, including the project site, occurs within this coastal region and is underlain by sedimentary units.

4.6.1.2 Site Geology

Topography

The 31.79-acre project site is located in the Airport Neighborhood Planning Area of the City of Oceanside (City), which is within the northwestern portion of San Diego County. The project site consists of a vacant, disturbed site, previously occupied by an industrial manufacturing building that was demolished in 2022. Elevations vary between approximately 25–40 feet above mean sea level. The project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north, and vacant light industrial land to the east.

Geologic Conditions

NOVA Services Inc.'s subsurface investigation and regional geologic maps (Appendix L) indicate the site is underlain by Quaternary young alluvial (Qya) floodplain deposits. Descriptions of the subsurface materials encountered are outlined below. Further detail regarding the subsurface exploration is included in Appendix L of this EIR.

Quaternary Young Alluvial Floodplain Deposits

Qya floodplain deposits were encountered to the maximum-explored depth of approximately 95 feet below ground surface. The alluvial deposits generally consisted of dry to wet, olive brown to gray and dark gray, very loose to medium-dense poorly graded sand, silty sand, and sandy silt (Appendix L).

Groundwater

Groundwater was encountered at depths of approximately 7.0–7.5 feet below ground surface, corresponding to elevations between about +18.5 and +20 feet above mean sea level. Groundwater levels may fluctuate in the future

due to rainfall, irrigation, broken pipes, or changes in site drainage. Groundwater should be anticipated during construction of the proposed project (Appendix L).

Geologic Hazards

Faulting and Seismicity

The project site can be considered to lie within a seismically active region, as can all of Southern California. The California Mining and Geology Board defines an active fault as a fault that has had surface displacement within Holocene time (the last 11,700 years) (Appendix L). The state geologist has defined a pre-Holocene fault as any fault considered to have been active during Quaternary time (the last 1,600,000 years). This definition is used in delineating earthquake fault zones as mandated by the Alquist–Priolo Earthquake Faulting Zones Act of 1972 (Alquist–Priolo Act) and as most recently revised in 2007. The intent of the Alquist–Priolo Act is to ensure that certain habitable structures are not built across the traces of active faults.

Earthquake fault zones have been delineated based on traces of known, Holocene-active faults to address hazards associated with fault surface rupture. Where developments for human occupation are proposed within these zones, the state requires detailed fault evaluations be performed so that engineering geologists can identify the locations of active faults and recommend setbacks from locations of possible surface fault rupture. The project site is not located within an earthquake fault zone. No faults were identified on the site during the site evaluation; therefore, the possibility of damage due to surface rupture is considered low. NOVA Services Inc. determined the closest known active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 6.8 miles southwest of the site (Appendix L).

Liquefaction

Liquefaction is a process in which soil grains in a saturated deposit lose contact after the occurrence of earthquakes or other sources of ground shaking. The soil deposit temporarily behaves as a viscous fluid, with the strength of the soil greatly diminished. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium-dense and saturated. Recent studies also show that some relatively soft cohesive soils can be subject to cyclic softening during significant earthquake shaking. To liquefy, saturated soils must be subjected to ground shaking of sufficient magnitude and duration (Appendix L).

Based on the geotechnical analysis, there is a potential for liquefaction to occur within the very loose to medium-dense alluvial sands and silts underlying the project site (Appendix L).

Landslides

Several formations within the San Diego region are particularly prone to landslide. These formations generally have high clay content and mobilize when they become saturated with water. Other factors, such as steeply dipping bedding that projects out of the face of the slope and/or the presence of fracture planes, will also increase the potential for landslides. No landslides or indications of deep-seated landslide were indicated at the site during the field exploration. The site is relatively level and the potential for landslides or slope instabilities to occur at the site is considered very low (Appendix L).

Surface Water and Ground Water

No indication of surface water or evidence of surface ponding was encountered within the limits of the proposed development during the geotechnical investigation performed at the site. However, groundwater was encountered at depths between about 7.0 and 7.5 feet below ground surface and should be anticipated during design and construction of the proposed project (Appendix L).

Additionally, the alluvial soils underlying the project site are susceptible to hydro-consolidation (pore spaces between the particle grains re-adjusting when inundated by groundwater, causing the material to consolidate). (Appendix L).

4.6.1.3 Paleoenvironment

Paleontological resources (i.e., fossils) are defined as the buried remains and/or traces of prehistoric organisms, such as animals, plants, and microbes. Other fossils include shells, leaves, wood, tracks, and footprints that can be found in the geologic deposits where they were originally buried. A review of historic aerial images indicates that the project site has undergone extensive ground-disturbing activities. The earliest available historical imagery shows that the southern and western portions of the now demolished main building were in place since at least 1967. The building to the east was built by at least 2005, and that configuration was in place until the structures were demolished in 2022. Review of historical topography dating back to 1893 shows that the north and east portions of the site were once occupied by the San Luis Rey River channel until development occurred around 1967, at which point the river was diverted to the north. As noted above, the project site is underlain with Qya floodplain deposits. This alluvium is assigned a low to very low paleontological resource sensitivity (Appendix L).

4.6.2 Regulatory Setting

Federal

International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council that provides the basis for the California Building Code (CBC). The purpose of the IBC is to provide minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; however, by the year 2000, the IBC had replaced these previous codes. The IBC is updated every 3 years.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. The Occupational Safety and Health Administration Excavation and Trenching standard, Title 29 of the Code of Federal Regulations, Part 1926.650 et seq., covers requirements for excavation and trenching operations. The Occupational Safety and Health Administration requires that excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

State

California Geologic Survey

The California Geologic Survey provides guidance with regard to seismic hazards. The California Geologic Survey's Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California (CGS 2008), provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigation.

State of California Division of Occupational Safety and Health, California Department of Industrial Relations

The California Occupational Safety and Health Administration (CalOSHA) Excavations Standard (Subchapter 4, Article 6) establishes requirements for excavation operations. The California Occupational Safety and Health Administration requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavated area, or placing a shield between the side of the excavation and the work area. Article 6 also includes specifications for a Tailgate/Toolbox Guide for Trenching Safety before and during excavation activities.

California Building Code

The CBC has been codified in the California Code of Regulations as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which is responsible for coordinating building standards. Under state law, building standards must be codified in Title 24 to be enforceable. The CBC includes requirements related to geologic issues. Specifically, these include general provisions; structural design, including soil and seismic loading; structural tests and special inspections, including seismic resistance; soils and foundations; concrete; masonry; wood, including consideration of seismic design categories; construction safeguards; and grading, including excavation, fill, drainage, and erosion control criteria. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California. The CBC describes requirements for engineering geologic reports, supplemental ground-response reports, and geotechnical reports (California Building Standards Commission 2019).

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act of 1972 (California Public Resources Code [PRC] Sections 2621–2630) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The law requires the State Geologist to establish regulatory zones known as earthquake fault zones (previously called Special Studies Zones and Fault-Rupture Hazard Zones) around the surface traces of active faults and to distribute maps of these zones to all affected cities, countries, and state agencies. The California Alquist–Priolo Act also requires completion of a geologic investigation prior to project approval, to demonstrate that applicable structures will not be constructed across active faults and/or that appropriate setbacks from such faults (generally 50 feet) are included in the project design. The project site is not identified on an Alquist–Priolo Earthquake Fault Zoning Map (Appendix L).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction, landslides, strong ground shaking, or other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. The project site is not identified on a seismic hazards map.

California Environmental Quality Act Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state California Environmental Quality Act (CEQA) laws and regulations. Section VII(f) of CEQA Guidelines Appendix G, the Environmental Checklist Form, addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of signal importance—remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group—as well as localities that yield fossils significant in their abundance, diversity, and preservation. Further, CEQA provides that generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (PRC 15064.5 [a][3][D]). Paleontological resources would fall within this category.

Local

City of Oceanside General Plan

Public Safety Element

State of California law requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning; relevant elements include land use, environmental resource management, and public safety. While each element outlines policies, plans, and goals that guide the City in maintaining and improving each area of development, the Public Safety Element specifically addresses seismic hazards and geologic conditions.

Public Safety Element

The Public Safety Element includes the following seismic and geologic hazard objectives:

1. Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.
2. Minimize the risk of occupancy of all structures from seismic and geologic occurrences.
3. Provide to the public all available information about existing seismic and geologic conditions.

The Public Safety Element includes the Public Safety Plan, which provides definitions, maps, and mitigation information for seismic and geologic hazards that exist within the City (City of Oceanside 2002a).

Environmental Resource Management Element

The Environmental Resource Management Element includes the following policy for soil, erosion, and drainage:

1. Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.

The Environmental Resource Management Element also provides a general map of soil types within the City (see Figure ERM-3, Soil and Land Forms, in City of Oceanside 2002b).

Land Use Element

The Land Use Element contains the following objectives and policies regarding geology and soils (City of Oceanside 2002c):

3.14 Grading and Excavations: To provide mitigation recommendations for grading and excavations in the City of Oceanside.

Policy 3.14A: Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures:

1. Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.
2. Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.
3. Chemically treat soils to increase stability and resistance to erosion.
4. Install retaining structures where appropriate.
5. Construct drainage systems to direct and control rate of surface runoff.
6. Construct silt traps and settling basins in drainage systems.
7. Construct weirs and check dams on streams.

City of Oceanside Building Code

Chapter 6, Building Construction Regulations, of the City's Municipal Code outlines the regulations and requirements for construction of buildings within the City's jurisdiction, including seismic and geologic safety design standards. The City adopts the most recent CBC as the local building code and makes amendments as needed.

City of Oceanside Grading Ordinance

City of Oceanside Grading Ordinance (City of Oceanside 1992) requires that all grading, clearing, brushing, or grubbing on natural or existing grade must have a grading permit from the city engineer. The ordinance also states that "Landscape [and irrigation] plans shall be required for, but not limited to the following development: commercial, grading permits, grading slopes, industrial, parking lots, planned residential developments, remodeling that requires a permit, and subdivisions." Plans shall include details regarding landscaping, erosion control, and irrigation features. Section 1501(d) of the City's Grading Ordinance details requirements and practices of the Erosion Control System to reduce or avoid the potential for sediment runoff and erosion.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to geology and soils are based on CEQA Guidelines Appendix G (14 California Code of Regulations 15000 et seq.). According to Appendix G, a significant impact related to geology and soils would occur if the project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
   a. 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.)
   b. Strong seismic ground shaking.
   c. Seismic-related ground failure, including liquefaction.
   d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. 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.
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
5. 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.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.6.4 Impacts Analysis

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (a) 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); (b) strong seismic ground shaking; (c) seismic-related ground failure, including liquefaction; or (d) landslides?

(a) The project site is located within a seismically active region, as is all of Southern California. However, the project site is not located within an Alquist–Priolo earthquake fault zone, and there are no known active or potentially active faults transecting or projecting toward the project site (Appendix L). The nearest active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 6.8 miles southwest of the site. Given the lack of known active faults on or within proximity to the project site and the City requirement, per the Grading Regulations Manual, that the project implement the recommendations outlined in the geotechnical investigation (Section 7 of Appendix L) and adhere to the CBC requirement of specific performance standards to address geologic hazards, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated in 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; impacts would be **less than significant**.

(b) Due to regional proximity to major known active fault zones such as the Newport-Inglewood-Rose Canyon Fault Zone (located approximately 6.8 miles southwest of the site), the project site lies in a seismically active region. The project site is likely to be subjected to strong ground motion from seismic activity similar to that of the rest of San Diego County and Southern California. Therefore, with adherence to the IBC and CBC requiring specific performance standards and implementation of the geotechnical investigation recommendations (Appendix L), the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; project impacts related to strong seismic ground shaking would be **less than significant**.

(c) As described in the geotechnical investigation report (Appendix L), the site is underlain by relatively deep, saturated alluvial deposits that are potentially liquefiable should a significant seismic event occur. As required by the geotechnical investigation report, ground improvement will be performed to densify the in situ soils and mitigate liquefaction hazard and the resulting settlements. As documented in the geotechnical investigation report, specific ground improvements that reduce the potential for liquefaction include stone columns, rammed aggregate piers, or pressure grouting. The project would use rammed aggregate piers. Once ground improvements have been performed, post-treatment testing is required to verify that the soils have been densified so as to mitigate the potential for liquefaction.

Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. For the reasons stated above, with the implementation of recommendations outlined in the geotechnical investigation report (Section 7 of Appendix L), potential impacts related to seismic-related ground failure would be **less than significant.**

(d) The geotechnical investigation report prepared for the project (Appendix L) found no evidence of landslides or instability on the relatively flat site or in the immediate area. The field reconnaissance and the local geologic maps indicate the project site is generally underlain by favorably oriented geologic structure, consisting of massively bedded silty to clayey sands and sandy to silty clays, and relatively flat topographic conditions. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslide. Potential impacts associated with significant landslides or large-scale slope instability at the project site would be **less than significant**.

Overall, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (a) the rupture of a known earthquake fault as delineated in 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; (b) strong seismic ground shaking; (c) seismic-related ground failure, including liquefaction; or (d) landslides. With implementation of the geotechnical investigation report (Appendix L) recommendations and compliance with CBC regulations, impacts of the project would be **less than significant**.

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

Potential causes of erosion during construction would be use of vehicles, heavy equipment, and general earthwork accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. These potential sources of substantial soil erosion or loss of topsoil would be addressed through compliance with the City's General Plan Grading and Excavations Objective and Policy 3.14A, identified in Section 4.6.2, Regulatory Setting, including minimizing exposed soils, silt fencing, soil binders, street

sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the project-specific stormwater quality management plan and stormwater pollution prevention plan prepared as part of the project approval package. Refer to Section 4.9, Hydrology and Water Quality, of this EIR for additional details. Furthermore, the proposed project would incorporate landscaping throughout the project site and along the boundaries of the project site. The proposed landscaping features covering undeveloped land would reduce erosion potential, and proposed landscaping would stabilize soils, thereby reducing erosion potential on the project site. Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be **less than significant**.

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

Please refer to response to Threshold (c) above. Regarding landslides, as stated in Appendix L, there was no evidence of landslides, deep-seated landslides, or slope instabilities, and there are no mapped landslides in the vicinity of the project site. The site is relatively level and the potential for landslides or slope instabilities to occur at the site is considered low. Regarding subsidence, the site is not located in an area of known subsidence associated with fluid withdrawal (groundwater or petroleum); therefore, the potential for subsidence due to extraction of fluids is considered negligible.

Regarding lateral spreading, as described above, the site is underlain by relatively deep, saturated alluvial deposits that are potentially liquefiable and can lead to lateral spreading. As required by the geotechnical investigation report, ground improvement will be performed to densify the in-situ soils and mitigate liquefaction hazard and the resulting lateral spreading. As documented in the geotechnical investigation report, specific ground improvements that will reduce the potential for liquefaction include stone columns, rammed aggregate piers, or pressure grouting. The project would use rammed aggregate piers. Once ground improvements have been performed, post-treatment testing is required to verify that the soils have been densified so as to mitigate the potential for liquefaction and subsequent lateral spreading.

Therefore, the project would not 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. With implementation of all recommendations outlined in the geotechnical investigation report (Appendix L) and adherence to the IBC and CBC specific performance standards, potential impacts related to liquefaction, spreading, subsidence, collapse, and unstable soils would be **less than significant**.

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

According to the geotechnical investigation report, the alluvial deposits underlying the project site possess a very low expansion potential and are suitable for construction (Appendix L). In addition, to reduce the potential for expansive heave (i.e., the phenomenon of soil beneath a property expanding and pushing upwards), the top 2 feet of material beneath building footings, concrete slabs-on-grade, hardscape, and site and retaining wall footings would be required to have an expansion index of 50 or less, per the recommendations outlined in the geotechnical investigation report (Appendix L). Accordingly, the project would not be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial risks to

life or property. With implementation of the recommendations outlined in Section 7 of the geotechnical investigation report (Appendix L), impacts related to expansive soils would be **less than significant**.

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

The project would be provided sewer service through the City, as discussed in Section 4.16 of this EIR, Utilities and Service Systems. The proposed project does not include or require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

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

Direct impacts to paleontological resources occur when earthwork activities, such as mass grading operations, cut into the geological deposits (formations) within which fossils are buried, resulting in physical destruction of fossil remains. Impacts to paleontological resources are typically rated from high to zero depending upon the resource sensitivity of impacted formations. As described in Appendix L, Qya floodplain deposits cover the project site. Based on the soils and geological conditions on the project site, it was determined that there is a low to very low paleontological resource sensitivity rating associated with Qya.

Although ground-disturbing activities associated with the proposed project have the potential to unearth previously unidentified paleontological resources, the preliminary geotechnical evaluation prepared for the proposed project did not identify any unique geologic features on the project site. Accordingly, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be **less than significant**.

4.6.5 Mitigation Measures

Impacts related to geology and soils as a result of project implementation are determined to be **less than significant** through compliance with the CBC and implementation of the recommendations outlined in Section 7 of the geotechnical investigation report (Appendix L), as required by the City's Grading Regulations Manual. No mitigation measures are required.

4.6.6 Level of Significance After Mitigation

As described in the impact analysis throughout Section 4.6.4 above, impacts related to geology and soils as a result of the proposed project, with implementation of the recommendations outlined in Section 7 of the geotechnical investigation report (Appendix L), would be **less than significant**.

4.7 Greenhouse Gases

This section describes the existing greenhouse gas conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (proposed project or project). The following analysis is based Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in May 2023, which is included as Appendix B of this environmental impact report (EIR).

4.7.1 Existing Conditions

Project Site

The 31.79-acre project site consists of three parcels located within in the central western portion of the City of Oceanside (City), in the northwestern portion of San Diego County (County). The project site is approximately 650 to 900 feet north of State Route (SR-) 76, and approximately 140 feet north of the Oceanside Municipal Airport runway. The site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north, and vacant light industrial land to the east. Eddie Jones Way extends west from Benet Road providing vehicle access in the southwest corner of the site. The site also connects to the terminus of Alex Road in the northeast corner. The site is approximately 900 feet north of the Highway 76 corridor.

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2022a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: short-wave radiation emitted by the sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and greenhouse gases (GHGs) in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and is the most significant driver of observed climate change (IPCC 2014; EPA 2022). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC

2014). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2014). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR § 15364.5).[1] Some GHGs, such as CO_2, CH_4, and N_2O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[2]

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 include combustion of fuels such as coal, oil, natural gas, and wood, and changes in land use.

Methane. CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. CH_4 is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (such as in rockets, race cars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the ozone depleting substances. The two main

[1] California Health and Safety Code 38505 identifies seven GHGs that the California Air Resources Board is responsible to monitor and regulate to reduce emissions: CO_2, CH_4, N_2O, SF_6, HFCs, PFCs, and NF_3.

[2] The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), the California Air Resources Board's Glossary of Air Pollution Terms (2015), and EPA's Glossary of Climate Change Terms (2017).

sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.

- **Sulfur Hexafluoride:** SF_6 is a colorless gas that is soluble in alcohol and ether and is slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF_3 is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.
- **Chlorofluorocarbons.** CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere) and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O_3.
- **Hydrochlorofluorocarbons.** HCFCs are a large group of compounds, whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes quantifying its global warming potential difficult. Diesel particulate matter emissions are a major source of black carbon and are toxic air contaminants (TAC) that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from the California Air Resources Board's (CARB's) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California were reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and is necessary to maintain life.

Ozone. Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O_2), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance

produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2022a). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (MT CO_2e).

The current version of the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC's Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

Sources of Greenhouse Gas Emissions

Global Inventory

Anthropogenic GHG emissions worldwide in 2019 (the most recent year for which data is available) totaled approximately 52,400 million metric tons (MMT) of CO_2e, excluding land use change and forestry (PBL 2020). The top six GHG emitters include China, the United States, the Russian Federation, India, Japan, and the European Union, which accounted for approximately 62% of the total global emissions, or approximately 32,500 MMT CO_2e (PBL 2018). Table 4.7-1 presents the top GHG-emissions-producing countries.

Table 4.7-1. Six Top GHG Producer Countries

Emitting Countries	2019 GHG Emissions (MMT CO_2e)[a,b]
China	14,000
United States	6,600
European Union	4,300
India	3,700
Russian Federation	2,500
Japan	1,400
Total	**32,500**

Source: PBL 2020.
Notes: MMT CO_2e = million metric tons of carbon dioxide equivalent.
[a] Column may not add due to rounding.
[b] GHG emissions do not include land use change and forestry-related GHG emissions.

National Inventory

Per the United States Environmental Protection Agency (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2019 (EPA 2021), total United States GHG emissions were approximately 6,558.3 MMT CO_2e in 2019 (EPA 2021). The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 80.1% of total GHG emissions (5,255.8 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.4% of CO_2 emissions in 2019 (4,856.7 MMT CO_2e). Relative to 1990, gross United States GHG emissions in 2019 were 1.8% higher; however, the gross emissions were down from a high of 15.6% above 1990 levels in 2007. GHG emissions decreased from 2018 to 2019 by 1.7% (113.1 MMT CO_2e) and overall, net emissions in 2019 were 13% below 2005 levels (EPA 2021).

State Inventory

According to California's 2000–2019 GHG emissions inventory (2021 edition), California emitted approximately 418 MMT CO_2e in 2019, including emissions resulting from out-of-state electrical generation (CARB 2022d). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 4.7-2 presents California GHG emission source categories and their relative contributions to the emissions inventory in 2019.

Table 4.7-2. GHG Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total*
Transportation	166.1	39.7%
Industrial	88.2	21.1%
Electric power	58.8	14.1%
Commercial and residential	43.8	10.5%
Agriculture	31.8	7.6%
High global-warming potential substances	20.6	4.9%
Recycling and waste	8.9	2.1%
Total	**418.2**	**100%**

Source: CARB 2022d.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
* Column may not add due to rounding.

Between 2000 and 2019, per-capita GHG emissions in California have dropped from a peak of 14.0 MT CO_2e per person in 2001 to 10.5 MT CO_2e per person in 2019, representing an approximate 25% decrease. In addition, total GHG emissions in 2019 were approximately 7 MMT CO_2e lower than 2018 emissions (CARB 2022d).

Local Inventories

According to the GHG inventory data compiled by the Energy Policy Initiative Center in 2012, the County (as defined to include all cities therein and unincorporated County areas) emitted 34.7 MMT CO_2e (EPIC 2015). As outlined in Table 4.7-3, San Diego County GHG Emissions by Sectors, on-road transportation generated 37% of these emissions. Similar to emissions trends statewide, electricity generation is the second largest emitter.

Table 4.7-3. San Diego County GHG Emissions by Sectors

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
On-road transportation	13.14	37.2
Electricity generation	7.97	22.6
Natural gas end uses	2.84	8.0
Heavy Duty Trucks & Vehicles	1.89	5.4
Solid Waste	1.75	4.9
Other Fuels	1.64	4.6
Industrial	1.43	4.1

Table 4.7-3. San Diego County GHG Emissions by Sectors

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
Aviation	1.37	3.9
Off-Road	0.92	2.6
Wildfire	0.81	2.3
Other – Thermal Cogeneration	0.64	1.8
Water	0.52	1.5
Wastewater	0.16	0.5
Rail	0.11	0.3
Agriculture	0.08	0.2
Marine Vessels	0.05	0.1
Development and Sequestration	(0.65)	N/A
Total	**34.67**	**100**

Source: EPIC 2015.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent per year

The 2013 emissions inventory for the City is shown in Table 4.7-4 below.

Table 4.7-4. City of Oceanside GHG Emissions by Sectors for 2013

Source Category	Annual GHG Emissions (MT CO_2e)	Percent of Total
Transportation	477,178	48.5
Electricity	251,524	25.6
Natural Gas	162,447	16.5
Solid Waste	40,615	4.1
Water[1]	27,420	2.8
Municipal Operations	24,828	2.5
Total	**984,012**	**100**

Source: City of Oceanside 2019.
Notes: GHG emissions for each category are rounded. Sums may not add up to totals due to rounding.
[1] Emissions associated with water and wastewater treatment at City-operated facilities were accounted for as Municipal emissions. Water emissions include upstream emissions from import of water to the City.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 Intergovernmental Panel on Climate Change Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting

the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8 degrees °F) of global warming above pre-industrial levels (pre-industrial base period being years 1850–1900), with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has followed an increasing trend overall.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. In addition to the potential statewide effects of climate change, to address local and regional governments need for information to support action in their communities, the CNRA Fourth Assessment includes reports for nine regions of the state, including the San Diego Region, where the project is located. Key projected climate changes for the San Diego Region include the following (CNRA 2019):

- Temperature is projected to increase substantially, along with mean temperature, heat wave frequency will increase, with more intensity and longer duration.
- Precipitation will remain highly variable but will change in character, with wetter winters, drier springs, and more frequent and severe droughts punctuated by more intense individual precipitation events.
- Wildfire risk will increase in the future as climate warms. The risk for large catastrophic wildfires driven by Santa Ana wind events will also likely increase as a result of a drier autumns leading to low antecedent precipitation before the height of the Santa Ana wind season.
- The sea level along San Diego County's shoreline is expected to rise. High tides combined with elevated shoreline water levels produced by locally and distantly driven wind-driven waves will drive extreme events. Longer-term sea level will increase rapidly in the second half of the century and will be punctuated by short periods of storm-driven extreme sea levels that will imperil existing infrastructure, structures, and ecosystems with increasing frequency.

4.7.2 Regulatory Setting

Federal

Massachusetts v. EPA

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the federal Clean Air Act (CAA):

- **Endangerment Finding:** The Administrator found that elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare.

These two findings establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 mandated the following measures to reduce national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards

In 2007, the Bush Administration issued Executive Order (EO) 13432, directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011. In 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2022c).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (76 FR 57106–57513). The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to23% over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100 (EPA and NHTSA 2018).

In 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. In March 2020, Part Two was issued which set CO2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. In March 2022, EPA reinstated California's authority under the CAA to implement its own GHG emission standards and zero-emission vehicle sales mandate. EPA's March 2022 action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

The Inflation Reduction Act was signed into law by President Biden in August 2022. The bill includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the U.S. by 40 percent as compared to 2005 levels by 2030. The bill allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

State

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other state regulations and goals. The following describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

Executive Order S-3-05. EO S-3-05 (June 2005) established the following statewide goals: GHG emissions should be reduced to 2000 levels by 2010, GHG emissions should be reduced to 1990 levels by 2020, and GHG emissions should be reduced to 80% below 1990 levels by 2050.

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team (CAT) was formed, which subsequently issued reports from 2006 to 2010.

Assembly Bill 32. In furtherance of the goals established in EO S-3-05, the legislature enacted Assembly Bill (AB) 32. The bill is referred to as the California Global Warming Solutions Act of 2006. AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

Assembly Bill 1279. The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Assembly Bill 1757. AB 1757 (September 2022) requires the CNRA to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Executive Order B-55-18. EO B-55-18 (September 2018) establishes a statewide policy to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

CARB's Climate Change Scoping Plan. One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]), and to update the plan at least once every 5 years. In 2008, CARB

approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
2. Achieving a statewide renewable energy mix of 33%.
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions.
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (17 CCR § 95480 et seq.).
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from 2008 levels by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level, using more recent GWPs identified by the Intergovernmental Panel on Climate Change, from 427 MMT CO_2e to 431 MMT CO_2e (CARB 2014).

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. The governor called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate change. In the summer of 2016, the legislature affirmed the importance of addressing climate change through passage of SB 32 (see below).

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (2030 Scoping Plan) for public review and comment (CARB 2017). The 2030 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' "known commitments" include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO_2e per capita by 2030 and no more than 2 MT CO_2e per capita by 2050, which are consistent with the state's long-term goals. These goals are also consistent with the Global Climate Leadership Memorandum of Understanding (Under 2 MOU) (Under 2 2016) and the Paris Agreement, which are developed around the scientifically based levels necessary to limit global warming below 2°C. The 2017 Scoping Plan recognizes the benefits of local government GHG planning (e.g., through climate action plans [CAPs]) and provides more information regarding tools CARB was developing in support of those efforts. It also recognizes the California Environmental Quality Act (CEQA) streamlining provisions for project-level review where there is a legally adequate CAP.[3]

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. As discussed in several cases, a given project need not be in perfect conformity with every planning policy or goals to be consistent. A project would be consistent if it would further the objectives and not obstruct their attainment.

Executive Order B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing statewide GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing statewide GHG emissions to 80% below 1990 levels by 2050, as set forth in EO S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's Scoping Plan to express the 2030 target in terms of MMT CO_2e. EO B-30-15 also calls for state agencies to continue to develop and implement GHG emissions reduction programs in support of the reduction targets. Sector-specific agencies in transportation, energy, water, and forestry were required to prepare GHG reduction plans by September 2015, followed by a report on action taken in relation to these plans in June 2016. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target.

Senate Bill 32 and Assembly Bill 197. SB 32 and AB 197 (enacted in 2016) are companion bills that set a new statewide GHG reduction targets make changes to CARB's membership and increase legislative oversight of CARB's climate change-based activities, and expand dissemination of GHG and other air-quality-related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of

[3] *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Francisco Tomorrow et al. v. City and County of San Francisco* (2015) 229 Cal.App.4th 498; *San Franciscans Upholding the Downtown Specific Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

SB 605 and SB 1383. SB 605 (2014) required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state, and SB 1383 (2016) required CARB to approve and implement that strategy by January 1, 2018. The Short-Lived Climate Pollutants Reduction Strategy was approved by CARB in March 2017, and lays out a range of options to reduce short-lived climate pollutant emissions in California, including regulations, incentives, and other market-supporting activities. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40% below 2013 levels by 2030 for CH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon) and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy in March 2017. This strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases.

Senate Bill 1020. SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers come from eligible renewable energy resources and zero-carbon resources:

- 90% by December 31, 2035
- 95% by December 31, 2040
- 100% by December 31, 2045

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Although not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and California Energy Commission (CEC) and revised if necessary (California Public Resources Code [PRC] Section 25402[b][1]). The regulations receive input from members of industry and the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (PRC Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2019 Title 24 standards are the currently applicable building energy efficiency standards and became effective on January 1, 2020. The 2019 Title 24 Building Energy Efficiency Standards will further reduce energy used and associated GHG emissions compared to prior standards. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under

the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

The 2022 Title 24 standards improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Title 24, Part 11. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as California's Green Building Standards (CALGreen) and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, schools, and hospitals. The CALGreen 2019 standards, which are the current standards, became effective January 1, 2020.

The 2022 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC updates the Title 24 Energy Code every 3 years. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in single family, multifamily, and nonresidential buildings, through the following strategies (CEC 2021a):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC, and

Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Assembly Bill 1109. Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting.

Senate Bill 1. SB 1 (August 2006) established a $3 billion rebate program for the installation of rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the California Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption.

Assembly Bill 1470. This bill established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. The bill requires the commission to evaluate the data available from a specified pilot program, and, if it makes a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

Renewable Energy and Energy Procurement

Senate Bill 1078. SB 1078 (September 2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities. Initially, the RPS required utilities to obtain 20% of their power from renewable sources by 2010. SB X1-2 (2011) subsequently expanded the RPS by establishing that 33% of the total electricity sold to retail customers in California per year by December 31, 2020, and in subsequent years, be secured from qualifying renewable energy sources. SB 350 (2015) further expanded the RPS by establishing that 50% of the total electricity sold to retail customers in California per year by December 31, 2030, be secured from qualifying renewable energy sources. And SB 100 (2018) further accelerated the RPS, requiring achievement of a 50% RPS by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new state policy goal that calls for eligible renewable energy resources and zero-carbon resources to supply 100% of electricity retail sales and 100% of electricity procured to serve all state agencies by December 31, 2045.

Under the program, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester

gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

Mobile Sources

Assembly Bill 1493. (July 2002) Enacted in response to the transportation sector accounting for more than one-half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. AB 1493 required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

Executive Order S-1-07. Issued on January 18, 2007, EO S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The initial target of the Low Carbon Fuel Standard was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The Low Carbon Fuel Standard was subsequently amended in 2018 to require a 20% reduction in carbon intensity by 2030. This new requirement aligns with the California's overall 2030 target of reducing climate changing emissions to 40% below 1990 levels by 2030, set by SB 32. CARB has adopted implementing regulations for both the 10% and 20% carbon intensity reduction targets.

Senate Bill 375. (September 2008) Addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG reduction target, the MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), an SCS does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In 2010, CARB adopted the SB 375 targets for the MPOs. The targets adopted for SANDAG in 2010 are a 7% reduction in per-capita passenger-vehicle GHG emissions by 2020 and a 13% reduction by 2035, measured relative to 2005 GHG emissions. In 2018, CARB adopted the second round of SB 375 reduction targets, and increased SANDAG's 2020 target to a 15% reduction in per-capita passenger-vehicle GHG emissions, and the 2035 target to a 19% reduction using the same 2005 baseline.

SANDAG completed and adopted its 2050 RTP/SCS in October 2011. In November 2011, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

After SANDAG's 2050 RTP/SCS was adopted, a lawsuit was filed challenging EO S-3-05's 2050 goal of an 80% reduction in GHG emissions from 1990 levels. The Supreme Court of California held that the Environmental Impact Report at issue was sufficient to inform the public, based on the information available at the time, about the regional plan's GHG impacts and its potential inconsistency with state climate change goals without including an explicit analysis of the consistency of projected 2050 GHG emissions with the goals in the executive order. (*Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal. 5th 497.)

In 2015, SANDAG adopted the next iteration of its RTP/SCS in accordance with statutorily mandated timelines, and no subsequent litigation challenge was filed. More specifically, in October 2015, SANDAG adopted San Diego Forward: The Regional Plan (Regional Plan). Like the 2050 RTP/SCS, the Regional Plan meets CARB's 2020 and 2035 reduction targets for the region (SANDAG 2015). In December 2015, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region. In March 2018, CARB approved updates to the SB 375 GHG emission reduction targets, including a reduction of 15% reduction in emissions per capita by 2020 and a 19% reduction by 2035 for SANDAG.

On February 26, 2021, SANDAG's Board of Directors adopted the final 2021 Regional Transportation Improvement Program (RTIP). The 2021 RTIP covers five fiscal years (FY 2021 through FY 2025) and incrementally implements the SANDAG 2019 Federal Regional Transportation Plan. The 2021 RTIP is designed to implement the region's overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation related air pollution. The 2021 RTIP incrementally implements San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP), the long-range transportation plan for the San Diego region approved by the SANDAG Board of Directors on October 25, 2019.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program. The Advanced Clean Cars Program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2011). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with the EPA and the NHTSA, adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% in 2025. The Zero-Emission Vehicle (ZEV) Program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of zero-emission vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

Executive Order B-16-12. (2012) Directs state entities to support and facilitate development and distribution ZEVs. On a statewide basis, EO B-16-12 also establishes a GHG emissions reduction target from the transportation sector equaling 80% less than 1990 levels by 2050. In furtherance of this executive order, the Governor convened an Interagency Working Group on ZEVs that has published multiple reports regarding the progress made on the penetration of ZEVs in the statewide vehicle fleet.

Assembly Bill 1236. (October 2015) Requires a cities and/or counties to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations is a matter of statewide concern. The bill required electric vehicle charging stations to meet specified standards. The bill required cities and/or counties with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric vehicle charging stations, as specified. The bill also required cities and/or counties with a population of less than 200,000 residents to adopt this ordinance by September 30, 2017.

Senate Bill 350. In 2015, SB 350 – the Clean Energy and Pollution Reduction Act – was enacted into law. As one of its elements, SB 350 establishes a statewide policy for widespread electrification of the transportation sector, recognizing that such electrification is required for achievement of the state's 2030 and 2050 reduction targets (see California Public Utilities Code, Section 740.12).

Water

Executive Order B-29-15. (April 2015) Sets a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Executive Order B-37-16. Issued May 2016, EO B-37-16 directed the State Water Resources Control Board to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The State Water Resources Control Board also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The State Water Resources Control Board and Department of Water Resources will develop new, permanent water use targets that build on the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the State Water Resources Control Board permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in fountains and other decorative water features; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

Solid Waste

Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826. In 1989, AB 939, known as the Integrated Waste Management Act (PRC Sections 40000 *et seq*.), was passed because of the increase in waste stream and decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed of where jurisdictions were

required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by 2000.

AB 341 amended the California Integrated Waste Management Actto include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle published a discussion document titled AB 341 Report to the Legislature, which identified five priority strategies that CalRecycle believed would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness (CalRecycle 2015).

AB 1826 requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multi-family residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Other State Regulations and Goals

Senate Bill 97. (August 2007) Directed the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR § 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR § 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (14 CCR § 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following

when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR § 15064.4[b]).

Executive Order S-13-08. Directs state agencies to take specified actions to assess and plan for global climate change impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water.

Local

City of Oceanside General Plan

The City of Oceanside's (City) General Plan Circulation Element includes goals and policies to reduce GHG emissions within the City (City of Oceanside 2012). The following goals and policies from the City's General Plan are relevant to the project.

Circulation Element

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of transportation demand management (TDM) strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Land Use Element

Air Quality

The City will continue to cooperate with the San Diego County Air Pollution Control District (SDAPCD) Board. This will include participation in the development of the Regional Air Quality Strategy (RAQS) through cooperation with the San Diego County Air Quality Planning Team.

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Transit System

Policy A: The City shall coordinate and encourage the existing bus system to serve newly developed areas.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

City of Oceanside Climate Action Plan

The City adopted its CAP on May 8, 2019 (City of Oceanside 2019). The CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress towards meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013, GHG

emissions forecasts for 2020, 2030, 2035, 2040, and 2050, local GHG emissions reduction strategies and measures to help the City achieve the statewide targets, and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- by 2020, reduce GHG emissions levels to 5 MT CO_2e per capita;
- by 2030, reduce GHG emissions levels to 4 MT CO_2e per capita;
- by 2040, reduce GHG emissions levels to 3 MT CO_2e per capita; and
- by 2050, reduce GHG emissions levels to 2 MT CO_2e per capita.

The CAP was prepared in accordance with the requirements within CEQA Guidelines Section 15183.5, and the CAP Consistency Checklist was used to evaluate the proposed project's significance with respect to GHG emissions.

Oceanside Energy Climate Action Element

The Energy Climate Action Element (ECAE) of the City's General Plan was adopted on May 8, 2019 and addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The ECAE focuses on activities associated with human-induced climate change. The ECAE outlines sustainability goals and policies for the City's decision-making process including development review protocols. The primary themes and goals of the ECAE are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption.

4.7.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to greenhouse gases are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to greenhouse gases would occur if the proposed project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As stated in CEQA Guidelines Section 15064.4(b):

> a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether project emissions exceed a threshold of significance that the lead agency determines applies to the project; and, (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

CEQA Guidelines Section 15064(h)(3) also states that "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located."

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific quantitative thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.

City of Oceanside

As the lead agency, the City has the discretion to identify the significance threshold for discretionary projects. The City's CAP relies on a screening threshold based on land use size and a CAP Consistency Checklist to determine whether a project's emissions would be consistent with GHG emissions estimated within the City's CAP. Consistent with recent projects certified by the City and the City CAP, the project will utilize 900 MT CO_2e annually with construction-related emissions amortized over 30 years. Specifically, the City has determined that new development projects emitting less than 900 MT CO_2e annual GHG would not contribute considerably to cumulative climate change impacts, and therefore do not need to demonstrate consistency with the CAP.

The City of Oceanside has set a significance threshold that aligns with the City's emissions reduction targets as outlined in the CAP (3.5MT CO2e per service population). Applicants can choose to conduct project specific GHG emissions analysis to demonstrate compliance with the City's significance threshold, or choose to conform to the requirements consolidated in the CAP Checklist. Projects greater than 900 MT CO_2e and greater than 3.5MT CO2e per service population would be required to show CAP Checklist consistency.

The CAP Consistency Checklist is used to determine significance in accordance with CEQA Guidelines Section 15183.5; therefore, the CAP Consistency Checklist was used to evaluate the proposed project's significance with respect to GHG emissions.

4.7.4 Impact Analysis

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

The City of Oceanside's CAP was adopted in May 2019 to assist the City in reducing GHG emissions to 4 MT CO_2e per capita by 2030, and 2 MT CO_2e per capita by 2050 to align with the state's targets established by EOs B-30-15 and S-3-05, respectively. According to the City's CAP, new discretionary development projects subject to CEQA review that emit less than 900 MT CO_2e annually would not contribute considerably to cumulative climate change impacts, and therefore, would be considered consistent with the CAP and associated emissions projections. Project-generated GHG emissions were estimated per the methodology described above and detailed in Appendix B to this EIR and are discussed for construction and operation below.

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The construction GHG emissions as calculated in CalEEMod are shown in Table 4.7-5 below. Per preliminary project details, it is assumed that construction of the project would begin in July 2023[4] and would last approximately 12

[4] The analysis assumes a construction start date of July 2023, even though delays in project processing will result in a later start date. Assuming the early start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

months. Total cumulative or combined construction emissions (from 2023 and 2024) that are generated prior to operations will ultimately contribute to yearly emission levels of the project as a whole. Because of this, it is acceptable to average the total construction emission over a 30-year period, which represents an average lifecycle of a project. GHGs related to construction are shown in Table 4.7-5. The estimated total GHG emissions from construction of the project would be 921 MT CO_2e. When amortized over 30 years, the estimated annual GHG emissions from construction of the project would be 30.69 MT CO_2e per year.

Table 4.7-5. Estimated Annual Construction GHG Emissions

Year	MT CO_2	MT CH_4	MT N_2O	MT CO_2e
2023	529.78	0.10	0.03	541.63
2024	371.33	0.04	0.02	379.13
Total	**1,040.56**	**0.14**	**0.07**	**920.76**
Yearly Average Construction Emissions (MT CO_2e /year over 30 years				**30.69**

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

Operation of the proposed project would generate GHG emissions from mobile sources, area sources (landscape maintenance equipment), energy use, water use and wastewater generation, and solid waste (i.e., CO_2e emissions associated with landfill off-gassing). As with project construction, CalEEMod was used to estimate potential project generated operational GHG emissions based on proposed project land uses. It was assumed that the project would be operational following the completion of construction, which would occur in 2024.

Table 4.7-6 shows the estimated annual GHG operational emissions associated with the project. As discussed above, total annual operational emissions were combined with amortized (30 years) construction emissions and compared to the CAP's 900 MT CO_2e bright-line threshold. As shown in Table 4.7-6, implementation of the project would result in approximately 7,173 MT CO_2e per year including amortized construction emissions. Complete details of the construction emissions calculations are provided in Appendix B to this EIR.

Table 4.7-6. Summary of Estimated Annual GHG Emissions

Emissions Source	MT CO_2	MT CH_4	MT N_2O	MT CO_2e
Area	0.021	<0.01	0	0.022
Energy	1,275.65	0.07	0.01	1,280.82
Mobile	4,603.41	0.15	0.40	4,727.02
Offroad	221.17	0.012	0.0026	222.23
Waste	117.93	6.97	0	292.16
Water	481.12	4.30	0.10	619.61
			Amortized Construction Emissions (30 years)	30.69
			Total Project Emissions	**7,172.55**
			Brightline CAP Threshold	*900*
			Exceeds CAP Threshold?	**Yes**

Source: See Appendix A for complete results.
Notes: GHG = greenhouse gas; MT = metric tons; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent. <0.01 = reported value is less than 0.01.

Per City guidance, new development projects that emit more than 900 MT CO_2e annually could potentially have a considerable contribution to cumulative climate change impacts. Given that project-generated operational emissions in its first operational year plus amortized project construction emissions are estimated to exceed this bright-line threshold, the project is required to demonstrate consistency with the CAP Consistency Checklist to ensure that the specific emissions targets identified in the City's CAP can be achieved.

Projects that meet one or more of the following locational criteria are eligible for using the CAP Consistency Checklist:

1. The project site is located within a designated Smart Growth Opportunity Area.
2. The project site is located with ¼ mile of a priority TOD corridor, as identified in the City's Smart and Sustainable Corridors Plan.
3. The project is consistent with current land use and zoning designations.
4. The project requires amendment of current land use and zoning designations. As demonstrated through a detailed analysis a) consistent with the precedent in the surrounding zoning district and b) subject to third party expert review, the proposed land uses would generate less GHG emissions than those associated with uses allowed under current land use and zoning designations.

The City of Oceanside General Plan identifies the site as Industrial, and the site is zoned for industrial uses. The existing land use designation and zoning allows for wide range of industrial uses, including warehouse, storage and distribution facilities. Accordingly, the project is eligible to use the CAP Consistency Checklist Table 4.7-7 includes the CAP Checklist items and the related project consistency analysis.

Table 4.7-7. Climate Action Plan Consistency Checklist and Project Consistency

Check List Item	Project Consistency
1. On-Site Renewable Energy Supply. If the project meets one or more of the thresholds outlined in Section 3047 of the City's Zoning Ordinance, will at least 50 percent of the estimated electricity demand be met with on-site renewable emissions-free energy supply (e.g., solar photovoltaic facilities)?	**Consistent.** The project is an industrial project larger than 25,000 square feet so it satisfies the Section 3047 threshold requirement to utilize the on-site renewable energy supply provisions of the checklist. The proposed project includes roof-top solar PV, which will accommodate at least 50% of the projected energy demand during operation (refer to PDF-GHG-1 outlined in Chapter 3 of this EIR).
2. Electric Vehicle Charging Facilities. If the project involves new development that requires at least five (5) parking spaces, will the project comply with the requirements of Section 3048 of the City's Zoning Ordinance?	**Consistent.** The proposed project includes a total of 590 parking spaces, and is therefore required to comply with the requirements of Section 3048 of the City's Zoning Ordinance. Per Section 3048, the project will provide 89 electric vehicle parking stalls, 45 of which will be charger equipped facilities.
3. Recycled Water Infrastructure. Does the City's Water Utilities Department require that the project install infrastructure to provide for recycled water service?	**Not Applicable.** The project is not required to use recycled water. The project is not within 75 feet of a recycle main.

Table 4.7-7. Climate Action Plan Consistency Checklist and Project Consistency

Check List Item	Project Consistency
4. Transportation Demand Management (TDM). Per Section 3050 of the City's Zoning Ordinance, does the proposed project expected to generate at least 50 daily employee commute trips, necessitating the preparation and implementation of a TDM Plan?	**Consistent.** The project is expected to generate more than 50 daily employee commute trips, and therefore is required to prepare a TDM Plan that results in a minimum alternative employee commute share of 20 percent and complies with the other Section 3050 requirements. A qualified traffic consultant will be contracted to prepare a TDM for the project.
5. Urban Forestry. Will the project comply with the minimum tree canopy and permeable surface area requirements outlined in Section 3049 of the City's Zoning Ordinance?	**Consistent.** The proposed project will provide tree canopy coverage and permeable surface, which meets or exceeds the requirements outlined in Section 3049 of the City's Zoning Ordinance.
6.Food Scraps Recycling Program. All non-residential uses are required to participate in the City's Food Scrap Recycling Program, which involves placement of food scraps in a separate bin for separate processing.	**Consistent.** The proposed project is a non-residential project and is subject to and will participate in the City's Food Scrap Recycling Program.
7. Oceanside Green Business Network (Voluntary) The Oceanside Green Business Network is a free program that encourages environmental stewardship in the local business community and provides members with strategies designed to help them thrive in the green economy. While membership is voluntary, applicants for non-residential development as well as those operating businesses within the development are strongly encouraged to join the Network.	**Consistent.** The applicant intends to join and promote membership in the Oceanside Green Business Network.
8. Energy Efficiency Audits and Analysis (Applicable to Projects Not Meeting Location Criteria 1 or 2.) Applicants for non-residential development located outside of Smart Growth Opportunities areas or a ¼-mile radius of a priority corridor are required to participate in one of the above-noted programs no sooner than one year and no later than two years after initial building occupancy. Applicants are not required to implement the recommendations of the audit.	**Consistent.** The project is located outside of Smart Growth Opportunities areas and approximately 0.3 miles from the nearest TOD corridor to the south of the project site. Therefore, the applicant will participate in one of SDG&E services for non-residential development include the Comprehensive Audit Program and the Facility Assessment Service Program no sooner than one year and no later than two years after initial building occupancy (refer to PDF-GHG-2 outlined in Chapter 3 of this EIR).
9. Mitigation of Per Capita Vehicle Miles Traveled (VMT) above baseline (Applicable to Projects Not Meeting Locational Criteria 1 or 2) Consistent with state law (AB 743), the City's CEQA review process includes assessment of impacts on vehicle miles traveled (VMT). In general, projects located in walkable, transit-rich areas are expected to generate less VMT than those located in peripheral areas with more dispersed land use patterns. Projects not meeting locational criteria 1 or 2 are required to incorporate project features that reduce VMT by at least 15 percent below the regional average.	**Consistent.** The project is located outside of Smart Growth Opportunities areas and approximately 0.3 miles from the nearest TOD corridor to the south of the project site. As discussed in the Traffic and Circulation section of the EIR, the project includes features that will reduce estimated VMT by at least 15 percent below the regional average, consistent with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment.

Source: Appendix C, *CAP Consistency Checklist*

As shown in Table 4.7-7, the proposed project is consistent with the CAP Consistency Checklist adopted by the City to ensure that the GHG emission targets identified in the CAP are achieved. The CAP determined that project consistent with the CAP checklist would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment Therefore, the proposed project would not generate GHG emissions that may have a significant impact on the environment; impacts would be **less than significant**.

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

As noted above, the proposed project would not generate GHG emissions that have a significant impact on the environment because it is determined to be consistent with the City's CAP, which is the most applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (See: Table 4.7-7, *Climate Action Plan Consistency Checklist and Project Consistency)*. CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress towards meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013, GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050, local GHG emissions reduction strategies and measures to help the City achieve the statewide targets, and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- by 2020, reduce GHG emissions levels to 5 MT CO_2e per capita;
- by 2030, reduce GHG emissions levels to 4 MT CO_2e per capita;
- by 2040, reduce GHG emissions levels to 3 MT CO_2e per capita; and
- by 2050, reduce GHG emissions levels to 2 MT CO_2e per capita.

The CAP was prepared in accordance with the requirements within CEQA Guidelines Section 15183.5, and the CAP Consistency Checklist was used to evaluate the proposed project's significance with respect to GHG emissions. Therefore, the project's consistency with the CAP demonstrates that the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and the impact would be **less than significant**.

4.7.5 Mitigation Measures

Impacts related to greenhouse gas emissions as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.7.6 Level of Significance After Mitigation

No potentially significant impacts related to greenhouse gas emissions were identified; therefore, no mitigation measures are required. Impacts related to greenhouse gas emissions would be **less than significant**.

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4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) are required. The following analysis is based on the Phase I Environmental Site Assessment that was prepared for the project by SCS Engineers in August 2021 and is incorporated by reference herein. The Phase 1 Environmental Site Assessment (ESA) is included as Appendix M to this EIR and a Wildfire Evacuation Study is included as Appendix N to this Final EIR.

4.8.1 Existing Conditions

Hazardous Materials Definition

The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past industrial or commercial activities may have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, which are higher than certain acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls during demolition activities that could potentially disturb existing building materials.

Historic Property Uses

The existing project site consists of a vacant disturbed site that was previously occupied by four primary buildings and five ancillary building that were formerly used for industrial purposes. Historically the site was used as the Deutsch Company industrial facility circa 1967 to 2005, then TE Connectivity industrial facility circa 2009 to 2020. Decommissioning of plating lines commenced in 2016, with reduced production in 2019. Operations by TE connectivity ceased in 2020. These buildings were vacated in summer 2021 and demolished in 2022. As described in Appendix M, the site was previously used as an industrial plating facility and electrical connector manufacturing facility for the defense, aerospace, and marine industries. Termination of previous site operations commenced in 2016 and operations ended in 2019. By 2021 all manufacturing equipment was removed from the project site. The project site had been used for the storage, use, treatment, and disposal of large quantities of various hazardous

substances, petroleum products, and generations of hazardous waste. The site is known to have been impacted by petroleum hydrocarbons, volatile organic compounds, metals, and per- and polyfluoroalkyl substances.

The Applicant voluntarily entered into a California Land Reuse and Revitalization Act (CLRRA) agreement with Department of Toxic Substances Control (DTSC) in September 2021 to oversee investigations and remediation of the project site. Demolition of the previous building in 2022 occurred in accordance with the ~~Department of Toxic Substances Control (~~DTSC~~)~~, ~~California Land Reuse and Revitalization Act (~~CLRRA~~)~~, and County requirements. Soil remediation ~~has been conducted~~ was initiated for the site ~~per~~ through environmental site assessments, including the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction per the Response Plan, described under Section 4.8.4 below.

As described in Section 4.4 of this EIR, historic topographic maps and historic aerial images were reviewed to understand the development of the project area and surrounding properties at historicaerials.com (Appendix D). Historic aerial photographs of the project site were available for 1938, 1946, 1953, 1964, 1967, 1978, 1980-1986, 1988-1991, 1993-2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2018. The historic aerials from 1938 to 1953 show the Project APE as being undeveloped. By 1953, Benet Road has been developed. The 1964 image shows the airport runway and Eddie Jones Way road are developed. By 1967, the Project APE has been graded and two structures, one large L-shaped and a smaller rectangular building, have been constructed along with a parking lot located immediately east of the structures. The structures are most likely the airport buildings. The 1978 aerial reveals that the L-shaped structure has been expanded and landscaping and paved roadways have been developed around the airport structures. Several smaller structures have been constructed within the northern portion of the APE. Commercial development is located south of the airport and runway. The 1980 aerial does not reveal any changes to the APE. The 1981 aerial reveals more development, grading and a square structure, within the western portion of the APE. Historic aerials from 1982-1997 do not reveal any changes to the Project APE. The 1998 image shows Benet Road completely developed and paved. Aerials from 1998-2000 do not reveal any changes to the Project APE. By 2002, residential development is present north of the APE. The 2003 aerial reveals an additional large rectangular structure has been constructed east and adjacent to the existing airport structures. The historic aerials from 2005 to 2018 do not reveal any changes to the Project APE and represent what the area looked like up until the previous buildings on-site were demolished in 2022.

As described in the Phase I ESA for the project site (Appendix M), the historical use of the project site as an industrial plating and electrical connector manufacturing facility is the only historical uses that qualifies as a recognized environmental condition on the project site. In addition, the adjacent airport to the south of the project site represents a recognized environmental condition for the project site. Based on the regulatory and historical research completed during the preparation of the Phase I ESA, with the exception of the previous historical industrial uses onsite and adjacent airport, no information has been revealed regarding the potential for a previous release of hazardous materials/wastes or petroleum products (Appendix M).

Hazardous Material Sites

As part of the Phase I ESA completed for the project site, an environmental regulatory records review was completed, and a regulatory database report was prepared by EDR which searches federal, state, and local government environmental databases. The site was listed in the LUST, CERS, RCRA-LQG, AST, HIST UST, ICIS, EMI, ENVIROSTOR, RGA LUST, SWEEPS UST, CHMIRS, and HIST CORTESE databases as Deutsch Company and FINDS, ECHO, AST, EMI, NPDES, WDS, CIWQS, CERS, San Diego County Hazardous Materials Management Division (HMMD), CERS HAZ WASTE, CERS TANKS, and HAZNET databases as TE Connectivity. Additionally, two adjoining

properties are listed on the standard federal ASTM regulatory databases, including Oceanside Municipal Airport (480 Airport Road) and Plavan Petroleum (575 Airport Road). These properties are not considered to have the potential to adversely impact the project site.

The project site is currently not in use and the airport land use to the south that currently requires the treatment, storage, disposal, or generation of hazardous substances or petroleum products, has been determined to have low potential to impact the project site because of the down gradient location of this facility with respect to the reported groundwater flow direction (Appendix M).

Similarly, the Plavan Petroleum facility is located 600 feet from the project site and based on the down gradient location of this facility with respect to reported groundwater flow direction, there is a low likelihood that a recognized environmental condition exists at the site.

Site Reconnaissance

On July 16, 2021, a representative of SCS Engineering conducted a reconnaissance-level assessment of the project site to assess the potential of identifying any recognized environmental conditions (RECs) in connection to the project site. No RECs associated with the current use of the project were identified during the site reconnaissance. Additionally, other than disclosed in the Phase I, no other RECs that could impact the project site were observed at adjacent properties.

Sensitive Receptors

Preschools, schools, daycare centers, residences, nursing homes, and hospitals are considered sensitive receptors for hazardous material issues because children and the elderly are more susceptible than adults to the effects of many hazardous materials. The project site is 0.21 miles from the Teri Learning Academy, which is considered a sensitive receptor. No other sensitive receptors have been identified within a 0.25-mile radius of the project site.

Airports

The Oceanside Municipal Airport borders the project's southern boundary. According to the Airport Land Use Compatibility Plan (ALUCP), the project site is located within safety zones 1 through 6, an aviation noise exposure range of 60 dB CNEL, and the Airport Overflight Notification Area. The project site is located within Review Area 1 of the ALUCP Airport Influence Area (ALUC 2010). Review Area 1 of the Airport Influence Area extends into unincorporated San Diego County. Review Area 1 consists of locations where land use actions may be limited due to noise and safety concerns (ALUC 2010).

Wildfires

Both the State of California and County of San Diego map the Fire Hazard Severity Zones within San Diego County. According to the California Department of Forestry and Fire Protection, the Fire Hazard Severity Zones are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The project site is within a Local Responsibility Area Very High Fire Hazard Severity Zone (CAL FIRE 2022).

Evacuation Routes

The City of Oceanside General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the city would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002). State Route 76 is the nearest evacuation route to the project site.

4.8.2 Regulatory Setting

Federal

Chemical Accident Prevention Provision

Title 40 Part 68 of the Code of Federal Regulations sets forth a list of regulated substances and thresholds, the petition process for adding or deleting substances to the list of regulated substances, the requirements for owners or operators of stationary sources concerning the prevention of accident releases, and the state accidental release prevention programs approved under Section 112(r) of the Clean Air Act.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code (U.S.C.). State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Toxic Substances Control Act and Resources Conservation and Recovery Act

The Federal Toxic Substances Control Act of 1976 (15 U.S.C. 2601-2697) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 U.S.C. 6901-6992) established a program administered by the U.S. Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (PL 98-616), which affirmed and extended the "cradle-to-grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste is found in 40 CFR, Parts 260-299.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA; U.S.C.9601-9675), commonly known as "Superfund", was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

Hazardous and Solid Waste Amendments of 1984

The Hazardous and Solid Waste Amendments of 1984 Amends the Solid Waste Disposal Act (as amended by the Resource Conservation and Recovery Act of 1976) to authorize appropriations for FY 1985 through 1988 for: (1) general administration by the Administrator of the Environmental Protection Agency (EPA) to carry out such Act (including funds for Resource Recovery and Conservation Panels, hazardous waste management, and support for State, regional, local, and interstate agency solid waste plans); (2) grants to State hazardous waste programs; (3) the hazardous waste site inventory; (4) development and implementation of plans by State, local, regional, and interstate authorities; (5) implementation of State, local, and intermunicipal programs for solid waste management, resource recovery, resource conservation, and hazardous waste management; (6) special communities assistance; (7) assistance to States for recycled oil programs; (8) the Secretary of Commerce to carry out resource and recovery duties; (9) additional EPA officers or employees to conduct criminal investigations under such Act and for support costs for such additional criminal investigators; (10) underground storage tank regulation; (11) grants to States for State underground storage tank release detection, prevention, and correction programs; (12) small quantity generator waste education programs; (13) State and other programs requiring compliance with open dumping/sanitary landfill criteria by solid waste management facilities within 36 months after enactment of this Act; and (14) the National Ground Water Commission. In general, both the scope and requirements of the Amendments, as amended by RCRA, were significantly expanded and reinforced.

Federal Aviation Regulations, Notice of Proposed Construction or Alteration

The Federal Aviation Administration (FAA), which has primary responsibility for the safety of civil aviation, imposes height restrictions in order to prevent obstructions to navigable airspace to protect flights and surrounding structures. In certain cases, the FAA should be notified of proposed development pursuant to Section 77.11 of Federal Aviation Regulations. The notification of proposed development enables the FAA to:

- Evaluate the effect of the construction or alteration on operational procedures and proposed operational procedures;
- Determine the possible hazardous effect of the proposed construction or alteration of air navigation;
- Provide recommendations for identifying the construction or alteration in accordance with current FAA Advisory Circular AC 70/7460-1K dated August 1, 2000, Obstruction Marking and Lighting;
- Determine other appropriate measures to be applied for continued safety of air navigation; and
- Provide charting and other notification to airmen of the construction or alteration.

Certain jurisdictions can request an FAA evaluation of proposed development when certain features appear to be potentially hazardous.

International Fire Code

The International Fire Code ([IFC] ICC 2020), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what protective measures are required to protect life safety in relation to fire. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that

these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years, with 2021 as the most recent edition.

Federal Response Plan

The Federal Response Plan of 1999 (FEMA 1999) is a signed agreement among 27 federal departments and agencies, including the America Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Federal Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the state level, and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. California's updated State Hazard Mitigation Plan was adopted in October 2010 and approved by the Federal Emergency Management Agency Region IX. The City of Oceanside is one of the communities covered by the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan, described below, which is a countywide plan that identifies risks posed by natural and human-made disasters.

State

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. The California Occupational Safety and Health Administration standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. While the Hazardous Waste Control Act is generally more stringent than RCRA, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws still apply in California. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging,

and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to 22 CCR 66001 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal.

Cortese List

Government Code Section 65962.5, commonly referred to as the Cortese List, was originally enacted in 1985. Provisions set forth in Section 65962.5 require that the Department of Toxic Substances Control compile and update a list of the following:

- All hazardous waste facilities subject to corrective action
- All land designated as hazardous waste property or border zone property
- All information received by the Department of Toxic Substances Control on hazardous wastes disposals on public lands
- All sites listed pursuant to Section 25356 of the Health and Safety Code (hazardous substance release sites)
- All sites included in the Abandoned Site Assessment Program

California Accidental Release Prevention Program

Similar to the EPA Risk Management Program, the California Accidental Release Prevention (CalARP) Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act amendments.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500-25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

California Integrated Waste Management Act

This act requires the development and implementation of household hazardous waste disposal plans. The Department of Resources Recycling and Recovery (CalRecycle), formerly the California Integrated Waste Management Board, oversees compliance with this act and enforces operational plans for solid waste facilities.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including the California Environmental Protection Agency (CEPA), California Highway Patrol, the California Department of Fish and Wildlife (CDFW), and the Regional Water Quality Control Board (RWQCB).

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the CCR. It was created by the California Building Standards Commission, and it is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Local

San Diego County Emergency Plan

The San Diego County Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents and nuclear defense operations. The Plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared in July 2010 to meet federal and state requirements for disaster preparedness to make the county eligible for funding and technical assistance from state and federal hazard mitigation programs. The plan includes a risk assessment to enable local jurisdictions to identify and prioritize appropriate mitigation actions that will reduce losses from potential

hazards, including flooding, earthquakes, fires, and man-made hazards. To address potential hazards, the plan then incorporates mitigation goals and objectives, mitigation actions and priorities, an implementation plan, and documentation of the mitigation planning process for each of the twenty-one participating jurisdictions, including the City of Oceanside.

California Disaster and Civil Defense Master Mutual Aid Agreement

As provided for in the California Emergency Services Act, this agreement was developed in 1950 and adopted by all 58 California counties. This statewide mutual aid system is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The project site is located within Review Area 1 of the ALUCP Airport Influence Area. Review Area 1 consists of locations where land use actions may be limited due to noise and safety concerns (ALUC 2010).

City of Oceanside General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning. Relevant elements are as follows:

Hazardous Waste Management Element

The Hazardous Waste Management Element serves as primary guidelines for policies as they relate to effective management of hazardous materials within the City of Oceanside's influence. This element emphasizes policies that minimize hazardous waste within the City and contains siting criteria for specified hazardous waste facilities. There are no formal policies within this element that are applicable to the proposed project.

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps of indicating areas that have increased susceptibility to these hazards and relocation routes during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project.

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards would occur if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. 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.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Be located on a site that 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.
5. 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

4.8.4 Impacts Analysis

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

Construction

Construction activities for the project would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Direct impacts to human health and biological resources from accidental spills of small amounts of hazardous materials from construction equipment could occur with the transport, use, or disposal of these materials. However, existing federal and state standards related to the handling, storage, and transport of these materials would be implemented during construction of the proposed project. These regulations include the Federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the International Fire Code; the Resource Conservation and Recovery Act of 1976 as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; California Fire Code; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; California Integrated Waste Management Act; regulations developed by California Occupations Safety and Health Administration; and the state Hazardous Waste Control Act. Compliance with these regulations would ensure that potentially significant hazards to the public or environment through the routine transport, use, or disposal of hazardous materials during project construction would be **less than significant.**

Operations

Operation of the warehouse and distribution facility would likely involve the use of industrial-grade chemicals used in the day-to-day operation of the facilities as well as commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available products. While these materials could be stored on the project site, storage would likely occur in compliance with the guidelines established by the manufacturer's recommendations. As required by the above referenced federal, state, and local regulations, the transport, removal, storage, use and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal must also comply with all applicable federal, state, and local agencies and regulations.

The project's compliance with all standards required through federal, state, county, and municipal regulations, in addition to project-specific plans reviewed by the City, would ensure potential impacts to the public or the environment through routine transport, use, or disposal of hazardous materials would be **less than significant**.

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

Due to the project site's historical industrial uses, hazardous materials, such as historical release of petroleum and volatile organic hydrocarbons ~~(VOCs)~~ are present on the project site. Constituents of concern ~~(COCs)~~ above industrial and commercial screening levels from the historical industrial uses are considered a recognized environmental condition (REC). As shown in Table 4.8-1, areas of the project site have been identified as RECs, controlled recognized environmental conditions (CREC), and potential RECs.

Table 4.8-1. ~~City of Oceanside General Plan Consistency Evaluation~~Recognized Environmental Conditions

Location and/or Features of Concern	Medium	COCs	Source and when area was investigated	REC, CREC, or Potential REC
Former Lube Line Wastewater Treatment* – former USTs and sumps	Soil	TPH	(DEH, 1986); (AECOM Phase I & II, 2012) & (Stantec Phase II, 2021)	CREC
	Groundwater	TPH	(DEH, 1986) & (AECOM Phase II, 2017)	CREC
		VOCs: PCE, TCA, and methylene chloride	(DEH, 1986)	CREC
		Title 22 metals: various	(AECOM Phase II, 2017)	REC
	Soil Vapor	VOCs: PCE and TCE	(Stantec Phase II, 2021)	REC
Former Machine Shop Aluminum Presses	Soil	TPH	(Stantec Phase II, 2021)	REC
Former Chemical and Hazardous Materials Storage	Soil	TPH, Title 22 metals: chromium, VOCs	(Stantec Phase II, 2021); (AECOM Phase I & II, 2012)	REC

Table 4.8-1. ~~City of Oceanside General Plan Consistency Evaluation~~Recognized Environmental Conditions

Location and/or Features of Concern	Medium	COCs	Source and when area was investigated	REC, CREC, or Potential REC
Former Plating Shop* - former unlined open bottom linear vaults	Soil	Title 22 metals: cadmium	(GSA Phase II, April 2011) & (Stantec Phase I, 2020)	REC
	Groundwater	Title 22 metals: cadmium, chromium, and nickel	(Stantec Phase I, 2020)	REC
Primarily the central portion of the Site in the areas of the Former Plating Shop and Former Plating Wastewater Treatment Area	Groundwater	PFAS: highest concentrations in the vicinity of the Former Plating Shop	(Stantec Phase II, 2021)	REC
West of the Main building	Groundwater	VOC: 1,1-dichloroethane (1,1-DCA), PFAS	(Stantec Phase II, 2021)	REC
Former Plating Wastewater Treatment Area – former Concrete trenches. Southwestern portion of current Town Hall room – former large, 6-foot-deep bare earth pipe chase vault to support plating operations	Groundwater	Title 22 metals: cadmium, chromium, and nickel	(Stantec Phase I, 2020, & Stantec Phase II, 2021)	Potential REC
Former Vapor Degreasers – Former Contact Shop, Former Hermetics Shop, Former Wire Draw/ Hangar Building, Former Machine Shop- ACME Machine	Soil vapor	VOCs	(AECOM Phase I & II, 2012, & Stantec Phase II, 2021)	Potential REC
Stormwater infiltration areas in northwest and	Soil and groundwater	Various	(Stantec Phase I, 2020, & Stantec Phase II, 2021)	Potential REC

Table 4.8-1. ~~City of Oceanside General Plan Consistency Evaluation~~Recognized Environmental Conditions

Location and/or Features of Concern	Medium	COCs	Source and when area was investigated	REC, CREC, or Potential REC
northeast portions of Site				
Sewer system and lines	Soil, soil vapor, and groundwater	Various	(Stantec Phase I, 2020)	Potential REC
Septic system - Former Hangar Building & Park Area Restroom	Soil, soil vapor, and groundwater	Various	(Stantec Phase I, 2020)	Potential REC
Transformer, Generators, Air Compressors – Contact Stockroom and exterior area to north, and south of Hermetics Lab (diesel AST for generator	Soil	TPH and potentially PCBs	(Stantec Phase I, 2020)	Potential REC
Hermetics Shop, paint booth and former degreaser	Soil, soil vapor, and groundwater	TPH and potentially PCBs	(Stantec Phase I, 2020)	Potential REC
Damaged containments PBR Unit #10 (hairline crack); Used Oil Tank Systems (crack in containment); Chemical and Hazardous Waste Storage Area (hairline crack and Unsealed expansion joints); and the Hazardous Waste Satellite Area outside the Contacts Area	Soil, soil vapor, and groundwater	Various	(Stantec Phase II, 2021)	Potential REC

Source: Appendix M

Construction

As discussed, above, construction of the warehouse and distribution facility would entail transport, use, or disposal of potentially hazardous materials including, but not limited to diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, and lubricant oils. Spill or upset of these materials could

have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces city, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation, and containment and securing of hazardous materials containers to prevent spills. Compliance with these regulations is mandatory, as well as addressed in standard permitting conditions, and would ensure public safety as it relates to the potential for the accidental release or upset of hazardous materials. Thus, the project construction would not 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 and project impacts would be **less than significant**.

Operations

Industrial-grade chemicals in the day-to-day operation could be stored on the project site, storage would be required to comply with the guidelines established by the manufacturer's recommendations. Consistent with federal, state, and local requirements, the transport, removal, and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. With mandatory regulatory compliance, and given the nature of the proposed use, operations of the project would not 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 and potential project impacts would be **less than significant**.

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

The Teri Learning Academy is located approximately 0.21 miles from the project site. As discussed above, Appendix M has identified the project site as containing recognized environmental conditions from the historical industrial uses on the project site. Project implementation would occur after soil remediation is completed, which ~~was~~ would be done to improve the conditions of the site. Additionally, the existing school within one- quarter mile of the project site is located on the other side of State Route 76 from the project, and beyond the Oceanside Municipal Airport, and other industrial uses. These intervening features provide additional screening and separation from the project site. Additionally, as described above, project construction and operation would be required to comply with local, state, and federal requirements for the transport, use, storage and disposal of hazardous materials. With implementation of all requirements of the Phase I ESA; site remediation; and local, state, and federal requirements for the transport, use, or disposal of hazardous materials; the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and potential impacts would be **less than significant**.

Would the Project be located on a site that 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?

The Phase I ESA (Appendix M) has revealed evidence of historical RECs, or controlled RECs in connection with the previous industrial uses on the project site. As described above, the site was listed in the LUST, CERS, RCRA-LQG, AST, HIST UST, ICIS, EMI, ENVIROSTOR, RGA LUST, SWEEPS UST, CHMIRS, and HIST CORTESE databases as Deutsch Company and FINDS, ECHO, AST, EMI, NPDES, WDS, CIWQS, CERS,

San Diego County Hazardous Materials Management Division (HMMD), CERS HAZ WASTE, CERS TANKS, and HAZNET databases as TE Connectivity.

As described above, under previous operations, the site had been used for industrial manufacturing, metal plating, and hazardous waste treatment, which included the storage, use, treatment, and disposal of large quantities of various hazardous substances, petroleum products, and generations of hazardous waste. The site is known to have been impacted by petroleum hydrocarbons, volatile organic compounds, metals, and per- and polyfluoroalkyl substances.

Based on review and research of reports describing the previous environmental assessments and remediation ~~completed~~ initiated at the project site, a number of areas were found to contain constituents of concern ~~(COCs)~~ at concentrations above industrial or commercial screening levels from the project site's historical industrial use and are considered a REC. In addition, the numerous reports for the site demonstrate areas previously sampled, and where further investigation or research is recommended.

Demolition of the previous building in 2022 was conducted in accordance with the ~~Department of Toxic Substances Control (~~DTSC~~)~~, ~~California Land Reuse and Revitalization Act (~~CLRRA~~)~~, and County requirements. Soil remediation was ~~conducted~~ initiated for the site through environmental site assessments including ~~per~~ the supplemental site investigation workplan, demolition soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction.

A Response Plan, as required by DTSC, will be completed for the site and will be available for public review and comment. The public review process will include one community meeting. The final Response Plan addressing the hazardous substance information disclosed in the Final EIR would be reviewed and approved by DTSC (a responsible agency under CEQA) prior to project construction. The purpose of the Response Plan is to satisfy the requirements of DTSC under the state regulatory process known as CLRRA. The Response Plan sets forth remedial action objectives (RAOs) for the site that are based on the future planned industrial use. The Response Plan contemplates site remediation activities including, without limitation, the removal of certain contaminated soils from the project site. Those site remediation activities, including the remedial grading and disposal of contaminated soils, are within the scope of the project construction and grading operations described in the project description and analyzed throughout this EIR.

As described under Section 4.8.1 above, historically, the site was used as the Deutsch Company industrial plating facility circa 1967 to 2005, then TE Connectivity industrial facility circa 2009 to 2020. Decommissioning of plating lines commenced in 2016, with reduced production in 2019. Operations by TE Connectivity ceased in 2020. The site improvements were unoccupied in 2020 and demolished in 2022.

Extensive subsurface investigations have been conducted at the project site to assess constituents of concern in soil, groundwater, and soil vapor over several decades. The most recent site assessments prepared by SCS Engineers include a Soil Vapor Survey (2021), a Demolition Monitoring Plan (2022a), a Health and Safety Plan (2022b), a Supplemental Site Investigation Workplan (2023a), Demolition Soil Monitoring Report (2023b), and Draft Supplemental Site Investigation Report and Response Plan (2023c). Based on these site assessments completed by SCS Engineers and their current understanding of site conditions from analysis of previous assessments, the constituents of concern reported at the site include total petroleum hydrocarbons, volatile organic compounds, elevated concentrations of metals, and per- and polyfluoroalkyl substances. Based on the planned use of the project site as disclosed in the EIR and the

results of the Supplemental Site Investigation Report and Response Plan (SCS Engineers 2023c), RAOs were developed specific to various media identified as potentially posing unacceptable risk to the future site occupants, construction workers, and off-site receptors. SCS Engineers developed the following RAOs for on-site soils, groundwater, and soil vapor to guide remedial/mitigation activities at the site and to act as a framework for measuring key milestones:

1. Protect human health and the environment by limiting or eliminating exposures to total petroleum hydrocarbons as diesel in soil and total petroleum hydrocarbons, per- and polyfluoroalkyl substances, and metals in groundwater by dermal contact or ingestion, as well as inhalation of volatile organic compounds from soil vapor in indoor air.

2. Meet all relevant to-be-considered screening criteria for site cleanup.

The response actions identified in the Response Plan meet the defined RAOs and minimize or mitigate potential risk of exposure to future on- and off-site receptors. Remedial action to be implemented prior to project construction includes site mobilization, soil remediation via excavation and disposal, soil excavation, proposed post-remediation groundwater monitoring and sampling procedures, proposed post-remediation soil vapor monitoring and sampling procedures, data quality control samples, and air monitoring during excavation.

After successful completion of the specified remedial activities provided for in an approved Response Plan, the DTSC regulations require the Applicant to request that DTSC issue written confirmation that the RAOs have been met and that development can proceed and, ultimately, a written determination pursuant to CLRRA that the immunities provided by that act applied to the Applicant and any person who enters into an agreement with the Applicant for future redevelopment of the property. After completion of remedial action and approval of the completion report by DTSC, the project site would be deemed suitably remediated and it may be released for industrial/commercial usage. DTSC may require review of improvement plans and oversight of the proposed project as a responsible agency under CEQA.

With implementation of site remediation in accordance with the Response Plan, regulatory agency approved plans and compliance with applicable local, state, and federal regulations, even though the project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the project would not create a significant hazard to the public or the environment. Therefore, impacts are determined to be **less than significant**.

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?

The project site is located adjacent to the Oceanside Municipal Airport along the site's southern boundary. The entire project site is within safety zones for the airport. The southwestern corner is located within safety zone 1,2, and 3. The remaining southern portion of the project site is located within safety zone 5 and the northern portion of the project site is within safety zone 6 (ALUC 2010). Additionally, the project site is within an aviation noise exposure range of 60 dB CNEL, the Airport Overflight Notification Area, and Review Area 1 of the ALUCP Airport Influence Area (ALUC 2010). Due to the industrial nature of the project, the project site is not subject to the overflight notification requirements for new residential projects. Review Area 1 of the Airport

Influence Area extends into unincorporated San Diego County. Review Area 1 consists of locations where land use actions may be limited due to noise and safety concerns (ALUC 2010).

Safety Zones

As detailed in Table III-2, Safety Compatibility Criteria, warehouse and distribution facilities are allowed uses in Safety Zones 2 through 6, and no habitable structures are allowed in Safety Zone 1. As shown in Figure 3-5, the project would not build any structures within the object free area of Safety Zone 1 along the southern boundary of the site. Given that no structures would be within Safety Zone 1 and the warehouses and distribution facilities are an allowed use within Safety Zone 2 through Safety Zone 6, the project would be compatible with the ALUCP policies for land uses within Safety Zones.

Noise Exposure Range

The majority of the project site is within the 60 dB noise contour however, a sliver of the project site is in the 65-dB noise contour along the southern boundary of the site. As detailed in Table III-1, Noise Compatibility Criteria, warehouses and distribution facilities are compatible land uses within the 60 dB and 65bd noise contours. Additionally, as described in Section 4.11, Noise, since the project is zoned as an industrial use there will be no exceedance in the City's applicable standards of 70 dB during the daytime hours and 65 dB during the nighttime hours. Therefore, the proposed project will not expose people working in the project area to excessive noise levels.

Review Area 1

The project site is located within Review Area 1 of the ALUCP Airport Influence Area. Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land uses actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together with all of the safety zones depicted on the associated maps in the Oceanside Municipal Airport Land Use Compatibility Plan.

Prior to project approval, the applicant would be required to complete the San Diego County Regional Airport Authority's Application for Determination of Consistency form, which requires the City's signature and approval. The project applicant would be responsible for the recordation of overflight notification documents per Review Area 1 requirements.

A determination of no hazard to air navigation was issued for the project by the Federal Aviation Administration on April 18, 2023. Additionally, ALUC staff completed a consistency review which determined the project to be conditionally consistent with the ALUCP based upon facts and findings in the Airport Land Use Commission Consistency Determination dated August 10, 2023. The Airport Land Use Commission subsequently approved the Consistency Determination on September 7, 2023.

In light of the project design, and with project compliance with the applicable ALUC requirements and review, the project would not result in a safety hazard or excessive noise for people working in the project area (please refer to Section 4.10 Land Use, of this EIR). Therefore, potential project impacts are determined to be **less than significant**.

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

The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a), the San Diego County Emergency Operations Plan (County of San Diego 2018b), and the City's Emergency Operations Plan (City of Oceanside 2017). In addition, the City has developed a tsunami evacuation map (City of Oceanside n.d.). Furthermore, a Wildfire Evacuation Study was prepared for the project and is included as Appendix N to the Final EIR. The Wildfire Evacuation Study evaluates the project's consistency with relevant emergency evacuation plans and emergency response plans, discloses the prevention and minimization regulations and measures applicable to the project, and documents evacuation times for the existing and post-project conditions. The study describes additional emergency preparedness information and practices related to efficient evacuation in the event of an emergency. The Wildfire Evacuation Study provides additional support for the EIR's analysis and determination that the project would not impair implementation of or physically interfere with an adopted emergency evacuation plan or emergency response plan.

The County's Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The project would not impair implementation of the Multi-Jurisdictional Hazard Mitigation Plan because the proposed industrial use is consistent with the historical use and the General Plan designation for the site. In addition, the proposed project would not reduce public awareness, prohibit the plan from being used as a tool for management, reduce hazard mitigation capacity, or block inter-jurisdictional coordination; all of which the plan is intended to do.

The County's Emergency Operations Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. The proposed project would not impar implementation of or physically interfere with the plan's mutual aid agreements, planned responses to disaster situations, or components of the Emergency Management Organization.

The City of Oceanside Emergency Operations Plan establishes a system for coordinating the prevention, preparedness, response, recovery, and mitigation phases of emergency management in the City of Oceanside. The plan defines responsibilities, establishes an emergency organization, defines lines of communication and is part of the statewide Standardized Emergency Management System (SEMS) and the federal National Incident Management System (NIMS). The proposed project alone does not have the capability to impar or physically interfere with the City's Emergency Operations Plan such that defined responsibilities, established emergency organization, or defined lines of communication are impacted.

As discussed in Chapter 4.9, Hydrology and Water Quality, the coast of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation

map (City of Oceanside n.d.). This City map shows the project site located outside of the tsunami evacuation area for the City. Evacuation routes shown on the tsunami evacuation map indicate that the project would not interfere with any evacuation routes identified on the map. As the project is not within the identified evacuation area and is not near any roads used for evacuation routes, the project would not impede implementation of this plan or the associated tsunami evacuation plan.

The project would provide two access points for emergency responders from Benet Road (located west of the project boundary) and Alex Road (northeastern corner). The project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Chapter 4.13, Public Services and Chapter 4.15, Traffic and Circulation.

Overall, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, potential impacts are determined to be **less than significant**.

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

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones map, the project site is located within a Local Responsibility Area Very High Fire Hazard Severity Zone (CAL FIRE 2022). As described in Section 4.17, Wildfire, due to existing development in the vicinity, the relatively flat topography of the site, and updated building standards that apply to the proposed project, implementation of the project is not expected to exacerbate wildfire risks. Furthermore, the project site and the undeveloped wildland areas just north of the project site are separated by the paved San Luis River Trail, which provides a break in fuels between the project site and wildland area. Additionally, the project would incorporate a 100-foot buffer from the San Luis Rey River corridor. The property owner would maintain the buffer area that is located within the property boundary (the northern portions of the property). This area would be landscaped with natives and other plantings appropriate for the buffer. The area directly north of the property line is the SLR bike trail/levee which provides a physical divide from the actual riparian area in the SLR river. All final project plans would require review and approval by the Oceanside Fire Department.

The Wildfire Evacuation Study (Appendix N), based on all the above factors and others referenced in the study, provides clarifying information that further substantiates the DEIR's analysis and disclosures regarding the potential for significant wildfire related project impacts. The study recognizes that the project site is in a designated Very High Fire Hazard Severity Zone. Amplifying the DEIR's analysis, the study reiterates that the project is not located immediately adjacent to a wildlands area. Development to the south of the project site includes the Oceanside Municipal Airport, State Route 76, and commercial and industrial development; development to the east includes the approved and graded Ocean Kamp development; land uses to the north include the San Luis Rey River multi-use path, then the San Luis Rey River and residential development; and land uses to the west include a roadway, the San Luis Rey River, and industrial uses. Project improvements relevant to wildfire risk include ignition resistant construction, native landscaping, and 100 feet of fuel modification, as required for development in Very High Fire Hazard Severity Zones. Thus, the Wildfire Evacuation Study provides additional support for the DEIR's determination that project construction and operation would not cause an increased risk of wildfire ignition that would expose people or structures to significant risk of loss, injury, or death involving wildland fires.

The Wildfire Evacuation Study similarly adds narrative detail regarding the DEIR's disclosures relative to the project and potential wildland fire related significant impacts due to evacuation events. The DEIR's analysis already disclosed that the project would have less than significant impacts with respect to this threshold of significance. The study provides a discussion of modeling of mass evacuation timing under various scenarios, including existing and future conditions with and without the project and other cumulative projects. The modeling takes into consideration nearby residential communities, proximity to open space areas, the capacity of applicable roadways, emergency operation plans and protocols utilized by the authorities responsible for issuing evacuation orders and warnings, and project features that help lessen wildfire risks associated with the construction and operation of the project. In total, the information in the study supports and amplifies the analysis and conclusions already disclosed in the DEIR that ~~Therefore,~~ the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, and potential impacts are determined to be **less than significant**. Please refer to Section 4.13, Public Services; ~~and~~ Section 4.17, Wildfire; and Appendix N of this EIR~~,~~ for a detailed discussion of fire services and wildfire risk.

4.8.5 Mitigation Measures

No impacts to hazards and hazardous materials were identified; thus, no mitigation measures are required.

4.1.6 Level of Significance After Mitigation

No substantial impacts related to hazards and hazardous materials were identified; therefore, no mitigation measures are required. Impacts related to hazards and hazardous materials would be **less than significant**.

4.9 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Hydrology and Hydraulics Report prepared by Tory R. Walker Engineering in 2022, included in this environmental impact report (EIR) as Appendix E. The Hydrology and Hydraulics Report was updated in February 2024 and includes updated modeling. Please refer to Appendix E of the Final EIR. The following analysis is also based on the preliminary hydrology study and stormwater quality management plan (SWQMP) that were prepared for the project by Pasco Laret Suiter and Associates Inc. in 2022 (revised in 2024). The preliminary hydrology study is included as Appendix F to this EIR, and the SWQMP is included as Appendix G to this EIR.

4.9.1 Existing Conditions

Hydrologic Setting

The City is within the San Luis Rey Hydrological Unit, which covers a drainage area of approximately 560 square miles. Elevations within this hydrologic unit range from sea level to over 4,300 feet above mean sea level (City of Oceanside 2022a). Average annual precipitation ranges from roughly 10 inches along the coastal area (the project area) to 45 inches in the mountainous area.

The project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11) and within flood plain Zone A99, per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map panel. Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River Mouth.

The project site is relatively flat, with minimal elevation change across the depth of the property. The project site has been previously graded and consists of a vacant site that was previously occupied with industrial buildings that were vacated in 2021 and demolished in 2022. The site contains various surface and drainage improvements typical of this type of development including on-site parking, drive aisles, and landscaping to support the previous use. Overland runoff from the property flows to three different discharge locations, one in the southwest corner to Benet Road, one in the northwest corner to the San Luis Rey River, and one in the northeast corner to the adjacent parcel. Runoff primarily flows through the project site via sheet flow methods; previous development on the site, including a molding assembly plant and associated surface improvements to support this use, resulted in the installation of private storm drain infrastructure to convey drainage through the site as well. A study of the existing conditions and site topography shows that an earthen flood levee wrapping the property was previously constructed to protect the project site from flooding from the San Luis Rey River (Appendix F).

For the southwestern-most portion of the project site, between the toe of the slope at the bottom of Benet Road and the flood levee, stormwater is conveyed generally southwest to either existing public storm drain piping or on the surface to an existing storm drain inlet located adjacent to the airport runway. This runoff ultimately collects in storm drains within Benet Road before discharging to the San Luis Rey River. From there, the river conveys drainage west to the outlet at the Pacific Ocean near Oceanside Harbor Beach. A majority of the project site contained within the flood levee drains on the surface toward a series of storm drain inlets located north of the previous building footprint. As-builts for the project site show that small pump stations within each inlet convey water to the northwest

corner of the site and an existing headwall structure/sump inlet that feeds a 36-inch reinforced concrete pipe storm drain. This storm drain travels under the San Luis Rey River Trail to discharge to the adjacent San Luis Rey River. Once in the river, runoff continues west downstream to confluence with runoff leaving the property from the southwest corner (Appendix F).

As described in the preliminary hydrology study (Appendix F), a review of the site topography off site revealed that the existing improvements to the north, including the San Luis Rey River Trail, prevent additional runoff from entering the project site from the river in a non-flood condition. Additionally, the Oceanside Municipal Airport to the south of the project site is downstream of the project site and drains west and south to Benet Road.

Surface Water Quality

The San Luis Rey River is listed on the State Water Resources Control Board (SWRCB) 303(d) list of impaired water bodies. Under Section 303(d) of the Clean Water Act (CWA), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants as a means to alleviate the impairments within water bodies' surface water. The San Luis Rey River (Lower) is impaired with various pollutants. Upstream agricultural uses, urban runoff, and storm sewers are the likely sources of these pollutants.

Groundwater

The project area overlies the Lower San Luis Rey Valley Groundwater Basin within the Mission Subbasin. The San Luis Rey Valley Groundwater Basin underlies an east/west-trending alluvium-filled valley located along the western coast of San Diego County. The major hydrologic feature is the San Luis Rey River, which drains the valley overlying the basin. The basin is bounded on the east, northeast, and southeast by the contact of alluvium with impermeable Mesozoic granitic and pre-Cretaceous metamorphic rocks. In the northwest and southwest of the lower portion of the basin, alluvium is in contact with semi-permeable Eocene marine deposits and Tertiary non-marine deposits. The basin is bounded on the west by the Pacific Ocean (DWR 2004).

The San Luis Rey Valley groundwater basin is recharged by precipitation, imported irrigation water applied on upland areas, and by storm flow in the San Luis Rey River and its tributaries. Movement of groundwater in the alluvial aquifer is westward toward the Pacific Ocean. Water levels in the basin declined drastically in the 1950s and 1960s due to groundwater development and over-pumping. Since the advent of imported water sources, groundwater levels have risen to near pre-development levels and averages range from 0 to 20 feet below ground surface. The estimated total storage capacity for this basin is 240,000 acre-feet (DWR 2004).

According to the City, approximately 15% of the City's water comes from groundwater within the Mission Basin (City of Oceanside 2021. The brackish groundwater pumped from the Mission Basin is extracted and treated at the Mission Basin Groundwater Purification Facility to become potable water through a reverse osmosis desalting process (City of Oceanside 2021). The City purchases the remaining 85% of its water supply from the San Diego County Water Authority, which includes approximately half treated water and half raw water. Treated imported water is conveyed directly to the City's water distribution system, while untreated imported water is conveyed to the Robert A. Weese Filtration Plant, which currently serves at a capacity of 25 million gallons per day and is in the process of being upgraded to a capacity of 37.5 million gallons per day.

Based on the geotechnical investigation report prepared for the project, groundwater was encountered at depths between about 7.0 and 7.5 feet below ground surface and should be anticipated during design and construction of the proposed project (Appendix L).

Flood Zone

The project site is in a Special Flood Hazard Area, as designated by FEMA in Flood Insurance Rate Map number 06073C0751H. The entire project site is within an A99 designation, which is defined as "Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of a Federal flood protection system. The Federal flood protection system has not yet been certified by FEMA. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes." (FEMA 2020). A 1% annual chance of flooding is also known as a 100-year flood. Mandatory flood insurance requirements and floodplain management standards and regulations apply to all parcels located within Zone A99.

Tsunami Inundation

The project site does not lie within the tsunami inundation area for the City (CalEMA 2009).

4.9.2 Regulatory Setting

Federal

Federal Emergency Management Agency

On April 1, 1979, President Carter established FEMA with the dual functions of civil defense and emergency management. The agency's authorities were further defined and expanded by a series of legislative actions.

The Disaster Relief and Emergency Assistance Amendments of 1988 amended the Disaster Relief Act of 1974 and established the current statutory framework for disaster response and recovery through presidential disaster declarations. Following the terrorist attacks of September 11, 2001, President W. Bush signed the Homeland Security Act (2002), uniting FEMA with 21 other organizations under the newly created U.S. Department of Homeland Security (FEMA 2023).

Clean Water Act

The U.S. Environmental Protection Agency (EPA) regulates water quality under the CWA (also known as the federal Water Pollution Control Act). Enacted in 1972, and significantly amended in subsequent years, the CWA is designed to restore and maintain the chemical, physical, and biological integrity of waters of the United States. The CWA provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES). The NPDES program characterizes receiving water, identifies harmful constituents, targets potential sources of pollutants, and implements a comprehensive stormwater management program. Construction and industrial activities are typically regulated under statewide general permits that are issues by the SWRCB. The Regional Water Quality Control Board (RWQCB) also issues waste discharge requirements that serve as NPDES permits under the authority delegated to the RWQCBs under the CWA.

The CWA requires NPDES permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that the EPA establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. In Phase I of the urban runoff management strategy, the EPA published NPDES permit applicant requirements for municipal, industrial, and construction stormwater discharges. These requirements are implemented through permits issued by the SWRCB or the local RWQCB in which the project is located (California RWQCB San Diego Region, herein San Diego RWQCB) and/or the governing municipality where the project is located.

The EPA delegated its responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires states to adopt water quality standards for receiving water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that supports a particular use.

National and State Safe Drinking Water Acts

The federal Safe Drinking Water Act, established in 1974, is administered by the EPA and sets drinking water standards throughout the country. The drinking water standards established in the act, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (40 CFR Section 141), and the National Secondary Drinking Water Regulations (40 CFR Section 143). According to the EPA, the National Primary Drinking Water Regulations are legally enforceable standards that apply to public water systems. The National Secondary Drinking Water Regulations are non-enforceable guidelines regulating contaminants that may cause cosmetic or aesthetic effects in drinking water. The EPA recommends the Secondary Standards for water systems but does not require systems to comply. California passed its own Safe Drinking Water Act in 1986 that authorizes the state's Department of Health Services to protect the public from contaminants in drinking water by establishing maximum contaminant levels (as set forth in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15) that are at least as stringent as those developed by the EPA, as required by the federal Safe Drinking Water Act.

Federal Antidegradation Policy

The federal Antidegradation Policy (40 CCR Section 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. State antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the federal Antidegradation Policy.

State

California Sustainable Groundwater Management Act

Passage of the California Sustainable Groundwater Management Act (SGMA) in 2014 set forth a statewide framework to help protect groundwater resources over the long term. SGMA comprises a three-bill legislative package, including AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), as well as subsequent statewide

Regulations. In signing SGMA, then Governor Jerry Brown emphasized that "groundwater management in California is best accomplished locally." SGMA requires local agencies to form groundwater sustainability agencies for the high- and medium-priority basins. Groundwater sustainability agencies develop and implement groundwater sustainability plans to avoid undesirable results and mitigate overdraft within 20 years.

California Toxics Rule

Because of gaps in California's regulations, the EPA promulgated the California Toxics Rule (40 CCR Section 131.38), which established numeric water quality criteria for certain toxic substances in California surface waters. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for water bodies that are designated by the San Diego RWQCB as having beneficial uses protective of aquatic life or human health. The California Toxics Rule criteria are applicable to the receiving waters from the project site.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) established the principal California legal and regulatory framework for water quality control. The Porter–Cologne Act is implemented by the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the CWA.

California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWQCB. The project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego RWQCB.

Each RWQCB must formulate and adopt a water quality control plan for its region. The San Diego RWQCB has adopted and periodically amends a water quality control plan titled Water Quality Control Plan for the San Diego Basin (Basin Plan) (San Diego RWQCB 2016). The San Diego RWQCB Basin Plan must conform to the policies set forth in the Porter–Cologne Act as established by the SWQCB in its state water policy. The Porter–Cologne Act also provides the RWQCBs with authority to include within their basin plans water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Section 303(d)—Total Maximum Daily Load

The CWA requires states to publish, every 2 years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants (i.e., impaired water bodies). The list, known as the Section 303(d) list, is based on violations of water quality standards. Once a water body has been deemed impaired, a TMDL must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a margin of safety). Once established, the TMDL allocates the loads among current and future pollutant sources to the water body. Targets utilized in the TMDL do not establish new water quality objectives and are not enforceable against dischargers. Allocations made to point sources are implemented primarily through NPDES permits, particularly the regionwide NPDES Municipal Separate Storm Sewer System (MS4) permit and the General Industrial Permit and Construction General Permit. Additionally, once a TMDL is developed and adopted into a basin plan, the water body is removed from the Section 303(d) list.

States are required to submit the Section 303(d) list and TMDL priorities to the EPA for approval. The 2018 Section 303(d) list is the most recently adopted list (SWRCB 2018). The 2018 Section 303(d) list was adopted by the SWRCB and approved by the EPA on June 9, 2021.

National Pollutant Discharge Elimination System Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

The reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural best management practices (BMPs) is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (e.g., grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the San Diego Basin Plan is designed to accomplish the following (San Diego RWQCB 2016):

- Designate beneficial uses for surface water and groundwater;
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy;
- Describe the implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Regional MS4 Permit

On May 8, 2013, the RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwest Riverside Counties (Order No. R9-2013-0001). Order No. R9-2013-0001 has been subsequently amended by Order Nos. R9-2015-0001 and R9-2015-0100. The regionwide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, including the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of

water quality improvement plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

The project lies within the San Luis Rey Watershed Management Area, and the City is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was approved by the RWQCB on February 12, 2016.

City of Oceanside General Plan

The City's General Plan Community Facilities Element contains plans, policies, objectives, and goals related to stormwater system management. The overall objective for managing the City's drainage and stormwater system is:

> Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.

The City of Oceanside works to achieve this objective through the following nine policies:

> Policy 6.1: The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

> Policy 6.2: All new development in the City of Oceanside shall pay drainage impact fees to defray the development's proportionate share of drainage facilities serving the basin where the new development is located.

> Policy 6.3: The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

> Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

> Policy 6.5: The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters and other public assembly facilities.

> Policy 6.6: The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.

Policy 6.7: The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.

Policy 6.8: The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors through the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.

Policy 6.9: The City shall comply with the sections of the federal CWA in regard to stormwater drainage.

City of Oceanside Zoning Ordinance

Article 30 of the City's Zoning Ordinance (3049, Urban Forestry Program) states that all new development that requires administrative or discretionary review shall comply with the urban forestry standards for minimum tree canopy and permeable-surface-area requirements. A permeable surface should allow water to pass through it, with pores or openings, and may include gravel, pervious concrete, porous asphalt, paving stone, or similar materials. For projects with a site area of 1 acre or more, including the project site, the minimum permeable surface area is 22% of the project site (City of Oceanside 2021).

City of Oceanside Municipal Code

Chapter 40 of the City of Oceanside Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety, and general welfare of City residents; to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the City is compliant with applicable state and federal law" (City of Oceanside 2021). General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits, requirements for discretionary approvals subject to discharge control, development of urban runoff standards manuals, and designations for permitted use of collected stormwater.

City of Oceanside BMP Design Manual

The City of Oceanside BMP Design Manual addresses updated on-site post-construction stormwater requirements for Standard Projects and Priority Development Projects (PDPs), and provides updated procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the MS4 Permit. At the local level, the intended users of the BMP Design Manual include project applicants for both private and public developments, their representatives responsible for preparation of stormwater quality management plans (SWQMPs), and co-permittee (City of Oceanside) personnel responsible for review of these plans (City of Oceanside 2022b).

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hydrology and water quality are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hydrology and water quality would occur if the project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    i. result in substantial erosion or siltation on or off site;
    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
    iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    iv. impede or redirect flood flows.
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impacts Analysis

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

The project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River mouth. These water bodies are impaired by enterococcus, total coliform, chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen, toxicity, and indicator bacteria. Total maximum daily loads (TMDLs) have been established to address these pollutants for these impaired water bodies. Considering the downstream waters are impaired by these pollutants, the potential pollutants of concern that may be generated by the project include nutrients, indicator bacteria, sedimentation/siltation, and toxicity.

In accordance with regulations, a SWQMP has been prepared to address the project's operational impacts to water quality and the potential pollutants of concern. As described in the SWQMP (Appendix G to this EIR), existing drainage on site is both natural and urban. There are a host of landscaped and hardscaped areas all draining toward on-site storm drain inlets in three different directions, constituting three major drainage basins: (1) a section of the project site to the north that drains northeast onto the adjacent property to the east; (2) another drainage basin, which covers the majority of the project site, collects around the northern side of the project site and is routed to drain northwest into the San Luis Rey River

basin through means of a pipe to the northwest; (3) a third basin is on the southwestern portion of the project site, where runoff drains southwest to Benet Road. The existing storm drain conveyance systems on site are composed of hardscape and various types of gutters that drain to on-site storm drain inlets; these inlets have subterranean pipes attached that convey water off site/to larger pipes. Additionally, there is a headwall and 24-inch reinforced concrete pipe on the west side of the project site that drains to Benet Road. To the northwest, there is a 36-inch reinforced concrete pipe that drains to the San Luis Rey River basin. Runoff from off site is not accepted onto the project site in existing conditions.

Construction activities associated with the project could result in wind and water erosion of the disturbed area, leading to sediment discharges. Fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality. The project is required by law to comply with the NPDES SWRCB Construction General Permit Order No. 2009-0009-DWQ for stormwater discharges and general construction activities and would incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, in addition to runoff controls. In compliance with the Construction General Permit Order 2009-0009-DWQ, a stormwater pollution prevention plan (SWPPP) would be prepared for the project that specifies BMPs that would be implemented during construction to minimize impacts to water quality in accordance with the law and the General Construction Permit. Construction BMPs to be implemented on site during construction include erosion control devices; collection and containment of all construction trash, waste, and debris; routine site sweeping; and covering of exposed dirt piles with tarps. Compliance with the General Construction Permit, SWQMP, SWPPP, and BMPs would ensure construction-related impacts to water quality would not be significant.

The proposed project would grade the site to have all water drain away from the building onto the proposed surface improvements, to eventually drain via surface flow to a series of inlets within the drive aisles. Additionally, a new buried stormwater conveyance system would route to subterranean vaults/treatment facilities where stormwater would be treated, and flow would be mitigated before being routed and discharged off site (Appendix G).

In accordance with the City of Oceanside BMP Design Manual, structural BMPs would be implemented on site in order to reduce the quantity of pollutants in stormwater discharges. The structural BMPs implemented on site include a privately maintained proprietary biofiltration treatment facility and an underground tank storage facility/detention vault. These two systems would be used in conjunction to reduce pollutants, improve water quality, and minimize the potential of stormwater discharges into the MS4 to cause altered flow regimes and excessive downstream erosion in receiving waters.

Additionally, the proposed project would include surface improvements within the Benet Road and Alex Road rights-of-way, including road widening along Benet Road to accommodate a right-turn lane into the project site in addition to new concrete sidewalk on the east side of Benet Road along the length of the property frontage. Tree well BMPs (or comparable permanent treatment control BMPs) are proposed within the right-of-way to receive surface drainage from Benet Road to mitigate for these improvements, designed in accordance with the EPA Green Streets Handbook (EPA 2021) and design guidance. These BMPs would serve to reduce the quantity of pollutants in stormwater discharges and improve water quality.

The project would also implement site design BMPs in order to reduce the rate and volume of stormwater runoff. The project's site design BMPs would include maintaining natural drainage pathways, minimizing impervious area and soil compaction where practical, impervious area dispersion, and landscaping with native or drought-tolerant species.

Lastly, the project would implement source control BMPs to assist with reducing pollutants in stormwater runoff. The source control BMPs proposed include the prevention of illicit discharges into the MS4, identification of the private storm drain system with stenciling or signage, and the protection of trash storage areas from rainfall by enclosing and covering the trash storage area.

As required by applicable laws, implementation of the SWQMP and a combination of structural BMPs, site design BMPs, and source control BMPs would provide post-construction pollutant controls, reducing potential operational impacts related to water quality standards or waste discharge. Further, the project would include a new stormwater conveyance system that would route stormwater to subterranean vaults/treatment facilities where it will be treated in accordance with the above regulatory standards before being routed and discharged off site. Accordingly, the project would be consistent with and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; impacts would be **less than significant**.

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

As stated above, the project site overlies the Lower San Luis Rey Valley Groundwater Basin within the Mission Subbasin. Approximately 15% of the City's water comes from groundwater within the Mission Basin (City of Oceanside 2021). There is no published groundwater management plan for the Lower San Luis Rey Valley Groundwater Basin.

The project would not use groundwater during construction or operation. According to the geotechnical investigation report (Appendix L), groundwater was encountered at depths between about 7.0 and 7.5 feet below ground surface (bgs), corresponding to elevations between about +18.5 and +20 feet mean sea level and should be anticipated during construction of the proposed project. Dewatering methods may be necessary during excavations on site and would be evaluated and implemented by an experienced dewatering subcontractor, if required. The process of dewatering typically involves the use of dewatering pumps that are placed directly into the ponding area, and water is pumped and redistributed to another location. If dewatering is required during construction activities, the water being pumped would be discharged onto another portion of the site, which would eventually infiltrate back into the groundwater table.

Although the project would result in a change in the amount of impervious groundcover on the project site, the project would use a combination of structural BMPs, site design BMPs, and source control BMPs to provide post-construction pollutant control according to requirements for Priority Development Projects (PDPs) identified in the City of Oceanside BMP Design Manual. As stated in the analysis above, all stormwater would be adequately treated by the biofiltration basins prior to being discharged (Appendix G). Because the project would use biofiltration and BMPs that would effectively treat stormwater runoff, the project would not have a potentially significant adverse impact on groundwater quality. The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; impacts would be **less than significant**.

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on or off site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

(i) On- and off-site erosion and siltation would be minimized through the implementation of BMPs during construction in accordance with a SWPPP, as required by City regulations in conformance with the NPDES SWRCB Construction General Permit Order No. 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ). Because the project is over 1 acre in size, the project would be subject to the General Permit Order and required to prepare a SWPPP and comply with the associated BMPs. Preparation of a SWPPP would also be required to obtain a grading permit for the project. Construction BMPs described in the SWPPP include, but are not limited to, measures minimizing exposed soils, silt fencing, soil binders, street sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Surface drainage during project construction would be controlled through implementation of the SWQMP and SWPPP required by the NPDES regulations and provisions of the City's Grading and Erosion Control Ordinances.

During operations of the project, project site surfaces would be covered by pavement or landscaping, approximately 25.22 acres of impervious area and 5.42 acres of landscape area. The project includes a new stormwater conveyance system designed so that surface runoff would be controlled in a manner to avoid erosion and sedimentation in accordance with regulations and the prepared SWQMP (Appendix G). As described in response to Threshold (a), the project would have three discharge locations or points of compliance (POCs)—POC 1, POC 2, and POC 3. The project would discharge directly to the San Luis Rey River and is considered exempt from hydromodification management low-flow requirements (Appendix G). The project would be required to comply with the City's Erosion Control Ordinance and implement structural BMPs (biofiltration facilities and underground detention vault) to minimize the potential for excessive downstream erosion in receiving waters. Additionally, the proposed landscaped areas on site would remove sediment and particulate-bound pollutants from stormwater prior to leaving the project site. Therefore, the project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on or off site; impacts would be **less than significant**.

(ii) The project site has been previously graded and currently consists of a vacant site that was previously occupied with an industrial manufacturing building. Overland runoff flows through the site to three different discharge locations from the property, one in the southwest corner to Benet Road, one in the northwest corner to the San Luis Rey River, and one in the northeast corner to the adjacent parcel. According to the preliminary hydrology study performed by Pasco Laret Suiter and Associates Inc. (Appendix F), runoff from the project site is captured by existing storm drains around the boundary of the project site. Runoff is then collected in the City's storm drain system and fed into either the San Luis Rey River or the adjacent property.

The project's preliminary hydrology study concludes that project improvements, absent the project's stormwater conveyance system, would result in an increase in peak runoff as compared to the existing condition as a direct result of the increase in impervious area. However, the project includes a new stormwater conveyance system designed to collect surface runoff through a series of private storm drain inlets and piping, which would then convey surface runoff to the underground storage vaults prior to discharging from the property. The project would also use Modular Wetlands proprietary biofiltration

treatment devices to comply with the water quality component of the MS4 Permit. Additionally, an outlet module installed as part of the detention vault, consisting of a system of weirs and connected to an outlet pipe, would further serve to mitigate peak flows before discharging directly off site (Appendix F). The preliminary hydrology study calculates and concludes that the project's new stormwater conveyance and detention system would mitigate flows during the peak of a 100-year, 6-hour storm event to pre-development conditions (Appendix F). Due to the new water conveyance system, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in flooding on or off site; impacts would be **less than significant**.

(iii) Runoff at the project site is currently directed through the site to three different discharge locations from the property, one in the southwest corner to Benet Road, one in the northwest corner to the San Luis Rey River, and one in the northeast corner to the adjacent parcel. The project would result in an increase in peak runoff in as compared to the existing conditions as a result of the increase in impervious area if the project's stormwater control improvements were not proposed.

In compliance with the City's stormwater standards and applicable law, all runoff generated on site would be conveyed to an on-site biofiltration facility for treatment and pollutant removal. Because the property was deemed infeasible to infiltrate by the geotechnical engineer, proprietary biofiltration treatment is proposed to satisfy pollutant removal requirements of the Regional MS4 Permit. Additionally, the project would implement source control and site design BMPs in addition to the proposed biofiltration treatment control BMP, where feasible and applicable, in accordance with the City of Oceanside BMP Design Manual. Partial infiltration and evapotranspiration in landscaped areas would assist in slowing peak discharges and in reducing total volume generated during storm events, while serving to comply with volume retention requirements of the project (Appendix G).

The project has been designed to minimize earthwork to the greatest extent feasible and to maintain the current drainage patterns. Stormwater leaving the project site would continue to do so from the same points of discharge as in existing conditions but would do so through a new stormwater conveyance system designed to collect stormwater and discharge it off site after first mitigating peak flow rates. The project's preliminary hydrology study concludes that, without the proposed on-site stormwater improvements, the project would result in an increase in peak runoff in post-developed conditions compared to pre-developed conditions at POC 1 and POC 2. However, POC 3 would have reduced flows in post-developed conditions (resulting in runoff of 2.4 cubic feet per second [cfs] in pre-developed conditions and 1.4 cfs in post-developed conditions) prior to proposed on-site stormwater improvements. The stormwater improvements would collect all site runoff through a series of private storm drain inlets and piping and would convey runoff to biofiltration basins and underground storage vaults, which would reduce peak flows at POC 1 from 37.2 cfs in pre-developed conditions to 10.8 cfs in post-developed conditions; and at POC 2 from 6.2 cfs in pre-developed conditions to 5.8 cfs in post-developed conditions, prior to discharging from the property.

Thus, the proposed development and resulting peak runoff would not have an adverse effect on the downstream watershed and existing infrastructure. The existing municipal storm drain system has sufficient conveyance capacity to accept the proposed runoff from the site, which would be reduced by the proposed on-site drainage improvements. Although there would be an overall increase in runoff from the project site due to project development, with implementation of the proposed underground detention basin, on-site runoff would mitigate peak flows (Appendix F). Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream

or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage facilities or provide substantial additional sources of polluted runoff; impacts would **less than significant**.

(iv) The project site is located in Special Flood Hazard Area Zone A99, as designated by FEMA. Zone A99 designates areas "within the 100-year floodplain that will be protected by a Federal flood protection system under construction." In this case, the Federal flood protection system are the levees that have already been constructed along the San Luis Rey River, but the project has yet to be certified by FEMA. As demonstrated in the hydrology and hydraulics report (Appendix E), with the levees in place, the water surface elevation at the project site during a 100-year flood remains the same in both the existing and proposed conditions (22.39 feet, North American Vertical Datum of 1988 [NAVD 88]). The proposed project would not increase water surface elevation. As an additional flood protection feature, a perimeter wall would also be incorporated around the boundary of the entire project site.

Due to new impervious surfaces on site, the project would generate additional stormwater runoff that would be managed through implementation of the SWPPP and the SWQMP, as well as a new stormwater conveyance system designed to collect surface runoff. The project design would route the project's overall increase in peak runoff to subterranean vaults/treatment facilities where it would be treated, and where flow would be reduced before being discharged. As demonstrated above and in Appendix F to this EIR the proposed on-site detention facilities would accommodate the increase in peak runoff generated in the proposed condition, mitigating peak flows to below current conditions. The project has been designed and would be graded in a way to minimize earthwork to the greatest extent feasible and to maintain historic drainage patterns, some of which were altered with previous development of the project site. Water leaving the project site would continue to do so from the same points of discharge as the existing condition. Thus, water would not be diverted away from existing drainage patterns, and the proposed project and resulting peak runoff would not have an adverse effect on the downstream watershed and existing infrastructure. The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows; impacts would **be less than significant**.

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

As stated above, according to FEMA in Flood Insurance Rate Map number 06073C0751H, the project site is located in Special Flood Hazard Area Zone A99, as designated by FEMA. Zone A99 designates areas "within the 100-year floodplain that will be protected by a Federal flood protection system under construction." In this case, the federal flood protection system consists of the levees that have already been constructed along the San Luis Rey River, but the project has yet to be certified by FEMA. As demonstrated in the hydrology and hydraulics report (Appendix E), with the levees in place, the water surface elevation at the project site during a 100-year flood remains the same in both the existing and proposed conditions (22.39 feet, NAVD 88). The proposed project would not increase water surface elevation. In addition, a perimeter wall would also be incorporated around the boundary of the entire project site as a flood protection feature. The wall would be a solid decorative masonry block wall system that would complement the adjacent landscaping and serve as screening around the perimeter of the site.

According to the Tsunami Inundation Map for Emergency Planning, Oceanside Quadrangle, the property is not located within the inundation area (CalEMA 2009). For these reasons, it is determined that significant impacts related to the release of pollutants due to project inundation would not occur. The project would

not risk release of pollutants due to inundation during a flood, tsunami, or seiche; impacts would be **less than significant**.

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

The project site is located within the San Luis Rey River Watershed Water Quality Improvement Plan (WQIP) area. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and identifies implementation strategies (City of Oceanside et al. 2016). The project is consistent with these goals by complying with the regulations, as described below.

The SGMA has enacted sustainable groundwater management requirements. In San Diego County, there are four basins that meet the criteria for medium priority and are subject to these requirements: Borrego Valley, San Diego River Valley, San Luis Rey Valley, and San Pasqual Valley. While the site is located near the San Luis Rey River corridor, the project does not fall within the area of the San Luis Rey Valley, which is considered a medium-priority basin that requires a Groundwater Sustainability Plan (California Department of Water Resources 2019). Thus, there is no adopted sustainable groundwater management plan applicable to the project site. The project does not involve the use or extraction of groundwater, and with the implementation of engineering methods and regulatory compliance discussed above, the project would not significantly impact groundwater. Thus, the project would not conflict with a sustainable groundwater management plan.

The SWQMP prepared for the project was based on requirements set forth in RWQCB's NPDES MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The stormwater quality design was also prepared in accordance with the City's Best Management Plan (BMP) Design Manual. As outlined in response to the thresholds above, the project would include appropriate BMPs to reduce water quality pollutants of concern during construction and operations, including a new stormwater conveyance system designed to collect and filter surface runoff before discharging it. Furthermore, the project would be required to adhere to a project-specific SWPPP during construction, which would satisfy the requirements set forth by the NPDES Construction General Permit Order No. 2009-0009-DWQ. Overall, the project would comply with the San Luis Rey Watershed Water Quality Improvement Plan and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; impacts would be **less than significant**.

4.9-4.9.5 Mitigation Measures

Impacts related to hydrology and water quality as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.9.6 Level of Significance After Mitigation

No substantial impacts related to hydrology and water quality were identified; therefore, no mitigation measures are required. Impacts related to hydrology and water quality would be **less than significant**.

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4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and, if applicable, identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project).

4.10.1 Existing Conditions

Existing Uses

The proposed project site is 31.79 acres and consists of a previously developed site located in the Airport Neighborhood Area of the City of Oceanside ("City"), California (APN 145-021-29-00, 145-021-030-00, and 145-021-032-00). The proposed project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the Highway 76 corridor. The property was previously occupied by an approximate 172,300 square foot industrial manufacturing facility which was vacated in the summer of 2021 and demolished in 2022.

The project site is zoned IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI).

Surrounding Areas

Surrounding areas to the project site are zoned Limited Industrial (to the south, east, and west), and residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District) (north of the project site on the north side of the San Luis Rey River). Additional Light Industrial and Commercial zones are located alongside Highway 76.

4.10.2 Regulatory Setting

State

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under state planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the provision of seven mandatory elements described in the Government Code, including a land use element. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Regional

San Diego Association of Governments

The Regional Comprehensive Plan (RCP), adopted in 2004 by the San Diego Association of Governments (SANDAG), establishes key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The RCP included eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, borders, and social equity.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop an SCS as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (2015 Regional Plan). The 2015 Regional Plan combines the RCP and the RTP/SCS. The Regional Plan updates growth forecasts and was based on the most recent planning assumptions in effect at the time of its adoption, including the City's General Plan and other factors from the cities in the region and the County. SANDAG adopted an updated The Regional Plan in 2021 (Regional Plan). The Regional Plan, and is a 30-year plan that considers growth, movement and residential development around the region. As the 2021 Regional Plan combines the RTP/SCS and the RCP, the 2021 Regional Plan complies with specific state and federal mandates, including an SCS, per SB 375, that achieves GHG emissions reduction targets set by CARB, compliance with federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation (SANDAG 2021). CARB approved the Regional Plan in August 2022.

Local

San Diego Air Pollution Control District

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "nonattainment areas" for that pollutant. Currently, there are 15 nonattainment areas for the federal ozone standard and two nonattainment areas for the $PM_{2.5}$ standard; many areas are in nonattainment for PM_{10} as well. Therefore, California created the California SIP, which is designed to provide control measures needed to attain ambient air quality standards.

SDAPCD is the government agency which regulates sources of air pollution within the County and all cities within it. Therefore, SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state ozone standards, with control measures focused on VOCs and NO_x. Currently, the County of San Diego is in "nonattainment" status for federal and state O_3, and state PM_{10} and $PM_{2.5}$. An attainment plan is available for O_3. The RAQS was adopted in 1992 and has been updated in 2016, which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NO_x and VOC emissions, which reduces ozone and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new NO_x reduction measures. NO_x and VOC are precursors to the formation of ozone in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous 3 calendar years.

The RAQS is largely based on population predictions by the San Diego Association of Governments (SANDAG). Projects that produce less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts

In December 2005, SDAPCD prepared a report titled *Measures to Reduce Particulate Matter in San Diego County* to address implementation of Senate Bill 656 in San Diego County, which required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$ (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

City of Oceanside General Plan

The State of California requires each city to have a general plan to guide its future growth, and mandates that the plan be updated periodically to assure relevance and utility. The City of Oceanside General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The General Plan is founded on the community's vision for the City and expresses the community's long-range planning goals. The General Plan contains 10 elements: Land Use (adopted 1986), Circulation (adopted 2012), Recreational Trails (adopted 1996), Housing (adopted 2013), Environmental Resource Management (adopted 1975), Public Safety (adopted 1975), Noise (adopted 1974), Community Facilities (adopted 1990), Hazardous Waste Management (adopted 1990), and Military Reservation (adopted 1981). Each of the General Plan elements contains goals for the future of the City. In addition, the Land Use and Zoning Map Viewer depicts the planned land uses and zoning within the City, and the land use designations are described through policies within the General Plan (City of Oceanside 2002).

On May 8, 2019, the City Council adopted Phase I of the General Plan Update, which consisted of new General Plan elements including the Economic Development Element (April 2019) and the Energy Climate Action Element (May 2019), as well as the Climate Action Plan (CAP). Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety, and Noise elements. The Draft of Oceanside's 2021-2029 Housing Element was submitted for review by the California Department of Housing and Community Development (HCD) in April 2021 and subsequently adopted by the City

Council on June 16, 2021. The Draft Revised Housing Element (2021–2029) was approved by HCD on August 18, 2023 and re-adopted by the City Council on September 13, 2023. Certification of the Housing Element is anticipated in September/October 2023.

The release of five project background reports in June 2021 was the first technical step in the Phase II process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports include #1: Baseline Economic and Market Analysis; #2: Land Use and Community Resources; #3: Mobility; #4: Environmental Resources; and #5: Smart and Sustainable Corridors Background Report. These reports are available for review at the City's Onward Oceanside website: https://onwardoceanside.com/.

Land Use Element

The Land Use Elements and Land Use Map identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline future land uses within the City. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development.

Circulation Element

The purpose of the Circulation Element is to ensure that the Oceanside Master Transportation Plan and its implementation policies and programs would safely and efficiently accommodate the growth envisioned in the Land Use Element. The Oceanside Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

Recreational Trails Element

The Recreational Trails Element provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City of Oceanside's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element is intended to identify and analyze the City's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive 8-year program of actions to achieve the identified goals and objectives, including meeting the City's Regional Housing Needs Assessment.

Environmental Resource Management Element

The Environmental Resource Management Element is a program designed to conserve natural resources and preserve open space. This element contains goals, objectives, and implementation strategies related to water, soil,

erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreation and scenic areas.

Public Safety Element

The purpose of the Public Safety Element is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, and seismic and geologic hazards and to promote civil disaster preparedness.

Noise Element

The Noise Element is composed of three sections: Introduction, Long-Range Policy Direction, and Noise Plan. In the Long-Range Policy Direction section, goals, objectives and policies are identified to address noise-related issues in the community. The goals and objectives are overall statements of the City's desires and comprise broad statements of purpose and direction. The policies serve as guides for reducing or avoiding adverse noise effects on residents. Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

Community Facilities Element

The purpose of the Community Facilities Element is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City's community facilities; a summary of the conditions, capacities, and status of all public facilities serving the city; a system of objectives, policies, and standards to be used by the City for programming its primary public facilities; and a comprehensive improvement plan and program for community facilities through the year 2010 to serve projected land use development in the City.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

Military Reservation Element

The purpose of the Military Reservation Element is to acknowledge the direct physical, social, and economic linkages between the City and U.S. Marine Corps Base Camp Pendleton and to propose policies that would strengthen the bond between the community and the base.

Economic Development Element

The City has prepared an Economic Development Element to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. Addressing both municipal operations and the economic dynamics of the community at large, the Economic Development Element will provide direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. These City disciplines include the Economic Development Division, the Development Services Department, the Public

Works Department, the Property Management Division, the Housing Division, the Parks and Recreation Division, the Water Utilities Department, and the City's public safety apparatus. The Economic Development Element will guide these disciplines in fulfilling their respective missions in a manner supportive of the City's long-term fiscal and economic health (City of Oceanside 2019a).

Energy Climate Action Element

The Energy and Climate Action Element (ECAE) addresses energy consumption and other activities within the City that may contribute to adverse environmental impacts, with particular emphasis on those activities associated with human-induced climate change (City of Oceanside 2019b).

City of Oceanside Climate Action Plan

The City's Climate Action Plan (CAP) (City of Oceanside 2019c) seeks to align with state efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. The CAP outlines the measures the City will take to make progress towards meeting the State of California's 2050 GHG reduction goal. Achieving the state's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires both local government action as well as a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Other reduction measures address emissions from the public sector.

Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The North County Multiple Habitat Conservation Plan (MHCP) is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County (SANDAG 2003). The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species.

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. The City's Subarea Plan was never adopted by City Council and has traditionally been used as a guidance document concerning habitat conservation as it relates to development applications.

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission (ALUC) for the County and develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon (ALUC 2010).

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. Agencies involved in the development of the WQIP include the Cities of Oceanside and Vista, the County of San Diego, and the California Department of Transportation. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board (RWQCB) in accordance with Order No. R9-2013-0001, as amended by Order Nos. R9 2015-0001 and R9-2015-0100. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

The WQIP was originally submitted to the RWQCB on June 26, 2015, as required by the Municipal Permit. The WQIP was subsequently revised and resubmitted in order to incorporate comments received from the public and the RWQCB. Following further comments, the RWQCB issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. In January 2022, an addendum to the WQIP for the San Luis Rey watershed was released (Project Clean Water 2022).

The San Luis Rey Watershed Management Area jurisdictions developed an update of the WQIP. The WQIP update focuses on revisions to the process to evaluate the WMA's WQIP Priority Water Quality Conditions, results from the revised prioritization process, and an update to the Reasonable Assurance Demonstration to support the attainment of wet weather goals for the watershed related to bacteria. The update was submitted to the San Diego Regional Water Quality Control Board with the WQIP 2020-2021 Annual Report. The WQIP update was subsequently revised and resubmitted on September 20, 2022 and with the WQIP 2021-2022 Annual Report to incorporate comments from the Regional Board regarding the Reasonable Assurance Demonstration. The Regional Board issued an acceptance letter for the revised San Luis Rey WQIP update on January 11, 2023.

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use would occur if the Project would:

1. Physically divide an established community.
2. 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.

4.10.4 Impacts Analysis

Would the Project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road that would impact mobility within an existing community or between a community and outlying area. The project does not include the construction of a highway or railroad tracks, or the removal of a means of access that would impact mobility within an existing community or between communities.

The proposed project site is 31.79 acres and consists of previously developed or disturbed land with remnants of the previous industrial manufacturing building that was demolished in 2022. The project site is located in the Airport Neighborhood Area of the City. The proposed project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the Highway 76 corridor. The project site is zoned IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI).

The proposed project includes development of a new 566,905 square- foot warehouse and distribution facility on the 31.79-acre project site.

The project's proposed warehouse, manufacturing and distribution uses would be consistent with the Limited Industrial zoned land uses to the south, east, and west. Proposed land uses and implementation of the project would not impede access to any adjacent land uses or roadways. Development of the project would improve the existing project site and provide for sustainability features. Considering the project's infill location within a highly developed portion of the City, on a site consistent with the existing General Plan and Zoning designations as well as surrounding uses, the project would not physically divide an established community. Therefore, impacts would be **less than significant**.

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

The project is subject to several local and regional plans intended to avoid or mitigate environmental effects. Such plans, policies and regulations that pertain to the proposed project are contained within the elements of the City's General Plan, the City's Zoning Ordinance, the Subarea Plan of the North County MHCP, the ALUCP, the San Luis Rey Watershed WQIP, and the SDAPCD. The analysis herein outlines project consistency with these plans.

City of Oceanside General Plan

The General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of Oceanside. New development within the City, including the project, is subject to the goals and policies outlined in the City's General Plan Elements.

The project proposes a new 566,905 square-foot warehouse and distribution facility on the 31.79-acre project site. As analyzed throughout this EIR, the proposed project and its waterhouse/distribution use is consistent with the City's General Plan's land use designation of Light Industrial (LI) for the project site.

The project's consistency with the City's General Plan Elements' goals, policies, and objectives is summarized below in Table 4.10-1[1], City of Oceanside General Plan Consistency Evaluation. As outlined in Table 4.10-1, the project would be consistent with the City's General Plan and would not cause a significant environmental impact due to a conflict with the General Plan's goals, policies, and objectives adopted for the purpose of avoiding or mitigating environmental effects.

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance designates the project site IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). Article 13 of this Zoning Ordinance states that the Limited Industrial District is intended to "provide areas appropriate for a wide range of (1) moderate to low-intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures and (2) commercial services and light manufacturing, and to protect these areas, to the extent feasible, from disruption and competition for space from unrelated retail uses or general industrial uses" (City of Oceanside 1992). Consistent with the zoning for the project site, the project proposes to develop a new 566,905 square-foot warehouse and distribution facility on the 31.79-acre project site.

The Zoning Ordinance allows wholesaling, distribution and storage facilities with trucking terminals in the IL zoning district subject to a Conditional Use Permit. Consistent with the Zoning Ordinance, the project requires that certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Development Plan, which presents specific lot configurations for the site and the plan for complete redevelopment of the project site. A Variance is also requested to allow small height increases for portions of the flood wall designed to surround the property.

The project would be consistent with the City's Zoning Ordinance, and would not cause a significant environmental impact due to a conflict with any Zoning Ordinance policy or regulation adopted for the purpose of avoiding or mitigating environmental effects.

Oceanside Subarea Plan of the North County

The draft Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts.

The proposed project has been designed to maintain a 100-foot biological buffer from the edge of the San Luis Rey River riparian habitat as designated in the City of Oceanside Subarea Plan (SAP). This buffer is located along the northern edge of the property. Although the San Luis Rey River Trail and embankment runs through the buffer area forming a hard boundary between the project site and the river habitat areas, the proposed project structures and parking/circulation areas have been designed and located to specifically avoid the biological and planning buffers. The buffer area would be replanted with native coastal

[1] Given its length, Table 4.10-2 can be found at the end of this section.

species. The project's design to maintain the 100-foot buffer would have the effect of establishing a transition between the project's industrial use and the neighboring riparian habitat. In addition, the project site is located in an area that the SAP contemplates for development and is not in an area designated for conservation.

As outlined in Chapter 4.3, Biological Resources, the project would be consistent with the biological resource avoidance and mitigation requirements set forth by this plan and would not result in a conflict with the Oceanside Subarea Plan.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration (FAA) approved Airport Layout Plan. The project site is located within Review Area 1 of the ALUCP Airport Influence Area. Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land uses actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together with all of the safety zones depicted on the associated maps in the Oceanside Municipal Airport Land Use Compatibility Plan. Within Review Area 1, all land use actions are subject to ALUC review, except for those that are "compatible" with both noise and safety compatibility policies; and have received a final notice of determination from the FAA that the project would not constitute a hazard or obstruction to air navigation to the extent applicable; and have been conditioned by the local agency to require an overflight notification consistent with the requirements of Policy 3.6.3, to the extent applicable. However, per the ALUCP Section 2.6.3, the ALUC will perform its own consistency review in accordance with the procedures specified in the ALUCP, prior to project approval.

ALUC staff completed a consistency review which determined the project to be conditionally consistent with the ALUCP based upon facts and findings in the Airport Land Use Commission Consistency Determination dated August 10, 2023. The Airport Land Use Commission subsequently approved the Consistency Determination on September 7, 2023.

The proposed project design accounts for required building setbacks and airspace height limits established by the Oceanside Municipal ALUCP. The project proposes one larger multi-tenant facility centrally located on-site, rather than multiple buildings situated throughout the site, in adherence to airport airspace constraints on height and location of buildings. The proposed building, parking, and circulation areas are designed to avoid the Runway Protection Zone (RPZ), which extends across the southwest corner of the project site.

The project would be constructed in compliance with requirements of the ALUCP for the Oceanside Municipal Airport, and would not cause a significant environmental impact due to a conflict with the Oceanside Municipal ALUCP, or any of its policies or regulations adopted for the purpose of avoiding or mitigating environmental effects.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed WQIP area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The WQIP allows the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

A Storm Water Quality Management Plan was prepared for the project based on requirements set forth in the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The storm water design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual. Please refer to Chapter 4.9 of this EIR, Hydrology and Water Quality for a detailed analysis and additional information. The project would comply with all local and regional water quality programs and policies that are intended to reduce water pollutants and control runoff to avoid impacts to downstream waters. Therefore, the project would not conflict with the San Luis Rey WQIP or any of its policies or regulations adopted for the purpose of avoiding or mitigating environmental effects.

San Diego Air Pollution Control District

SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the SIP and RAQS. The federal ozone 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 NAAQS. The RAQS was initially adopted in 1991 and is updated every 3 years (most recently in 2020). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine 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 the County and the cities in the County as part of the development of their general plans.

If a project involves 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.

Implementation of the project would result in approximately 590 new job opportunities. The City of Oceanside General Plan identifies the site as Light Industrial (LI) corresponding with the IL- Limited Industrial zoning. The proposed project is consistent with the underlying land use and zoning for the project. As outlined in Section 4.2 Air Quality, of this EIR, the existing land use designation and zoning allows for wide range of industrial uses, including warehouse, storage and distribution facilities, and thus the regional air quality projections account for and anticipate the type of development proposed by the project. Therefore, the project would not cause a significant environmental impact due to a conflict with the SIP, RAQS, or any other SDAPCD plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects.

In summary, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be **less than significant.**

4.10.5 Mitigation Measures

No impacts to land use were identified, and no mitigation measures are required.

4.10.6 Level of Significance After Mitigation

No impacts to land use were identified, and therefore no mitigation measures are required. Impacts related to land use would be **less than significant**.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
City of Oceanside General Plan			
Land Use Element			
1.1 Community Values Objective	To ensure the enhancement of long-term community and neighborhood values through effective land use planning.	The project would be consistent with the City land use designations and zoning ordinance. The zoning ordinance designates the project site IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). The project would redevelop the site with an industrial use, the location of which would be appropriate adjacent to Oceanside Municipal Airport, and parcels to the east also zoned for industrial use.	The project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	The proposed building is designed in a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, significant window elements and facade details to create visual interest on all four building elevations. The project proposes a cohesive design while distinguishing office and warehouse components. Complementary materials, finishes, and colors would be coordinated across all building elevations. Neutral colors would be features with vertical and horizontal accent banding integrated with canopy elements to enhance and break up the wall expanses. In addition, the project	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		would include complementary landscaping and hardscape and be subject to design review approval by the City and is subject to zoning standards which regulate building design, mass, bulk, height, etc.	
Policy 1.1B	Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	The project site is located in the Airport Neighborhood Area of the City. The project site is zoned IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). Areas surrounding the project site are zoned Limited Industrial (to the south, east, and west), the San Luis Rey river area is immediately to the north; and residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District) (north and on the opposite side of the San Luis Rey River). Additional Light Industrial and Commercial zones are located alongside Highway 76, which is less than a mile south of the project site. The proposed project would be consistent with the zoning for the site and existing surrounding land uses and, as described elsewhere, the modern light industrial design with its compliance with the San Luis Rey buffers would not significantly distract from nor negatively impact surrounding conforming land uses.	The project would be in conformance with this policy.
Policy 1.1C	The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	The project would redevelop a disturbed and underutilized site into an employment-generating use with a modern light industrial design that is consistent with the existing Light Industrial (LI) General Plan land use designation and Limited Industrial (IL) zoning designation for the property. Areas surrounding the project site, to the south, east, and west, are also zoned Limited Industrial, The proposed project would be consistent with the City's long term plans for the area as well	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		as the zoning for the site and existing surrounding land uses.	
1.11 Balanced Land Use Objective	To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.	See response to Policy 1.1C	The project would be in conformance with this objective.
Policy 1.11A	The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.	See response to Policy 1.1C	The project would be in conformance with this policy.
Policy 1.11B	The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.	See response to Policy 1.1C	The project would be in conformance with this policy.
Policy 1.11C	The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	See response to Policy 1.1C. In addition, as demonstrated in Section 4.14, Traffic and Circulation, the proposed project would not result in any unmitigated impacts or overburden the circulation system. Access to the project site would be maintained and improved as necessary with existing access points from Alex Road at the northeast corner, and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point.	The project would be in conformance with this policy.
1.12 Land Use Compatibility Objective	To minimize conflicts with adjacent or related land use.	See response to Policy 1.1C. In addition, the proposed project has been designed to maintain a 100-foot biological buffer from the edge of the San Luis Rey River riparian habitat as designated in the City of Oceanside Subarea Plan (SAP). This buffer is located along the northern edge of the property. Although the	The project would be in conformance with this objective.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		San Luis Rey River Trail and embankment runs through the buffer area forming a hard boundary between the project site and the river habitat areas, the proposed project structures and parking/circulation areas have been designed and located to specifically avoid the biological and planning buffers. The portion of the 100-foot wide buffer area located on the project site would be replanted with native coastal species. Additionally, the project would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan.	
Policy 1.12A	Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	The proposed project would be consistent with the existing Light Industrial (LI) General Plan land use designation and Limited Industrial (IL) zoning designation for the property and compatible with existing land uses in the area. The project would maintain the 100-foot biological buffer as required from the edge of the San Luis Rey River riparian habitat. The buffer area is adjacent to the San Luis Rey River Trail embankment and would be replanted with native coastal species. Proposed landscaping and setbacks have been reviewed and approved by City Fire Department staff.	The project would be in conformance with this Policy.
Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	The proposed building is designed in a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, significant window elements and facade details to create visual interest on all four building elevations. The project proposes a cohesive design while distinguishing office and warehouse components. The proposed	The project would be in conformance with this Policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		architectural design, landscaping and amenities would be reviewed by the City for approval prior to development.	
Policy 1.12C	The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	The project would be constructed in compliance with all local, state, and federal regulations. As outlined in Chapters 4.1. 4.2, and 4.8 of this EIR, implementation of the project would not subject people to objectionable noise, light, odor, or release of or exposure to hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately.	The project would be in conformance with this Policy.
1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective	To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.	The project is consistent with the designated General Plan land use and zoning for the site. Given its location, the project would not impact any adjacent jurisdictions or responsible agencies.	The project would be in conformance with this objective.
Policy 1.121A	Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.	The project is consistent with the designated General Plan land use and zoning for the site. The project would not have an adverse affect on any adjacent jurisdictions. Nonetheless, through the CEQA and City project approval process, adjacent jurisdictions receive notice regarding the project. Please see response to Objective 1.121 above.	The project would be in conformance with this Policy.
Policy 1.121B	Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	Through the Notice of Preparation (NOP) for the project, the City of Oceanside has formally noticed responsible agencies of the proposed development, including but not limited to USFWS, Army Corps of Engineers, Regional Water Quality Control Board, CDFW, and NAHC. In addition, Oceanside has provided formal solicitation for comments from these agencies during the NOP, and the public review process as defined by CEQA Guidelines Section 15103.	The project would be in conformance with this Policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.121C	To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.	Please see response to Objective 1.121 above.	The project would be in conformance with this Policy.
1.14 Noise Control Objective	To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	Construction and operation of the project would be subject to City noise ordinances, and as discussed in Section 4.11, Noise, of this EIR, the project would not generate noise levels in exceedance of the analyzed noise thresholds.	The project would be in conformance with this objective.
Policy 1.14A	Noise emissions shall not reach levels that pose a danger to the public health.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, all noise impacts would be less than significant and the project would not create noise emissions that would pose a danger to public health.	The project would be in conformance with this Policy.
Policy 1.14B	Noise emissions shall be controlled at the source where possible.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, all noise impacts would be less than significant and there was no need to require controls to limit noise emissions.	The project would be in conformance with this Policy.
Policy 1.14C	Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, no topographical or structural shielding was assumed in the modeling. The modeling did account for distance to noise sensitive receivers, and all impacts were determined to be less than significant.	The project would be in conformance with this Policy.
Policy 1.14D	Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	Please see response to Objective 1.14 above. There are no noise emissions that would require additional soundproofing.	The project would be in conformance with this Policy.
Policy 1.14E	Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or	Please see response to Objective 1.14 above. A Noise Study was prepared for the project by Dudek in 2022 which demonstrated that project	The project would be in conformance with this Policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	public or private activities that require a permit or other approval from the City.	construction and operation would result in acceptable noise levels.	
Site Design Objective 1.2	To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	The project proposes redevelopment of an industrial site with an upgraded warehouse, manufacturing, and distribution facility. The project has been designed to incorporate sustainable design features, modern architecture, privacy, enhanced landscaping, and land use compatibility.	The project would be in conformance with this objective.
Policy 1.1A	The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities.	As stated in Section 4.5, Energy, the project would include several sustainability design features to reduce potential energy and water usage, such as EV parking, solar photovoltaic (PV) roof tiles to accommodate 50% of on-site energy demand, and drought-tolerant landscaping and water efficient irrigation systems. The project site located within the public viewshed of the other identified visual open space areas in the City. Due to the heavy vegetation along the San Luis Rey Riverbank just north of the elevated bike trail, existing views of the river corridor are not available from the project site, and proposed development on-site would not block existing panoramic views or vistas of the San Luis Rey River corridor from any identified view/vista point, public road, public trails, public recreational areas, or scenic highways.	The project would be in conformance with this Policy.
Policy 1.2B	A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.	The project site does not abut major or intense transportation corridors; however, a perimeter wall would be incorporated around the boundary of the entire project site as a flood protection feature. The wall would be a solid decorative masonry block wall system that would complement	The project would be in conformance with this Policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		the adjacent landscaping to serve as screening around the perimeter of the site.	
Policy 1.2C	New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.	Please see response to Policy 1.12 Land Use Compatibility Objective. Complementary site design with adjacent land uses has been incorporated as part of the project. In addition, the project would not obstruct circulation access and joint use of ancillary facilities.	The project would be in conformance with this Policy.
Policy 1.2G	All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	The project would include 590 parking spaces to accommodate both employee and visitor parking. Parking would be distributed throughout the site to meet the needs of the proposed office and warehouse uses, while taking into consideration efficiency, safety, convenience, and proximity to open space areas. The planned number of loading bays and trailer stalls would be minimized on the northern side of the facility adjacent to the San Luis Rey River area. In addition, for general illumination of parking lots, roadways, and security, low-pressure sodium lights are permitted as are other lights of 4050 lumens or less (similar lamp types are permitted for Class III [decorative] lighting).	The project would be in conformance with this Policy.
1.21 Common Open Space Objective	To provide and maintain common open areas for a wide range of uses.	Based on the nature of the project as an industrial use, the project is not required to designate private open space or recreational uses onsite. However, the project would maintain the 100-foot biological buffer as required from the edge of the San Luis Rey River riparian habitat. The buffer area is adjacent to the San Luis Rey River Trail embankment and would be replanted with native coastal species. The project would incorporate landscaping elsewhere on the project site to enhance open	The project would be in conformance with this objective.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		spaces and soften the overall site environment.	
Policy 1.21A	Common open space must be accessible and usable by potential users of the common open space.	See response to Objective 1.21.	The project would be in conformance with this policy.
Policy 1.21B	Common open spaces within a project site shall be contiguous unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	See response to Objective 1.21. The 100-foot biological buffer from the San Luis Rey River is contiguous. Although the San Luis Rey River Trail and embankment runs through the buffer area forming a hard boundary between the project site and the river habitat areas, the proposed project structures and parking/circulation areas have been designed and located to specifically avoid the biological and planning buffers.	The project would be in conformance with this policy.
Policy 1.21C	Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.	See response to Objective 1.21B.	The project would be in conformance with this policy.
1.22 Landscaping Objective	The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	Landscaping on site is proposed to enhance open spaces and soften the overall site environment. Plant materials have been selected for their appropriateness to scale and suitability for use throughout the site. Tree and shrub plantings are designed to enhance key site and architectural elements and to screen the perimeter edges of the project area. The replanting of the buffer from the San Luis Rey River will serve to enhance the San Luis Rey River area with native coastal species.	The project would be in conformance with this objective.
Policy 1.22A	Existing mature trees shall be retained wherever possible.	There are no existing mature trees on the project site. The project site was previously developed with an industrial building and does not contain any non-ornamental trees within the development footprint.	Not applicable.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.22B	Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	The City of Oceanside landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The city requires a 1:1 replacement ratio for all diameter at breast height and brown trunk height removed. As previously described, the project site as it exists is heavily disturbed and does not include any native trees on site, though some ornamental trees exist within the disturbed habitat area. Ornamentals in this area include species such native Fremont cottonwood (*Populus fremontii*) and velvet ash (*Fraxinus velutina*) and non-native species such as *Eucalyptus* sp. *and Acacia* sp. The project proposes removal of existing trees and incorporation of a detailed landscape plan for the site, including tree and shrub plantings designed to enhance key site and architectural elements and to screen the perimeter edges of the project area. The project would be consistent with and would not conflict with the City's landscape regulations and a tree survey would not be required.	Not applicable.
Policy 1.22C	Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	The development would be landscaped with native plant species. In addition, the project would provide drought-tolerant landscaping and water efficient irrigation system.	The project would be in conformance with this policy.
Policy 1.22F	A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use	The project would maintain the 100-foot biological buffer as required from the edge of the San Luis Rey River riparian habitat. The buffer area is adjacent to the San Luis Rey River Trail embankment and would be replanted with native	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	plant materials that will retard the spread of wildfire.	coastal species. Proposed landscaping and setbacks have been reviewed and approved by City Fire Department staff.	
1.23 Architecture Objective	The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	The project would enhance the existing project site, the neighborhood and the City by redeveloping the currently degraded site with a new industrial facility. The development would incorporate a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, significant window elements and facade details to create visual interest on all four building elevations. The project proposes a cohesive design while distinguishing office and warehouse components. Complementary materials, finishes, and colors would be coordinated across all building elevations. Neutral colors would be features with vertical and horizontal accent banding integrated with canopy elements to enhance and break up the wall expanses. Façade design details would be incorporated to reduce the visual appearance of building elements over 36-feet in height and greater than 200-feet in length. Color variations are proposed for portions of vertical panels located at upper wall areas near the roofline. These wall sections would feature a lighter 'off-white' panel color to complement and offset from the primary darker 'gray' background color features on the building facades. Horizontal 'off-white' accent panel banding is also incorporated into these upper façade areas along with clerestory windows integrated with metal panel surroundings. Vertical undulations would also be incorporated at the top of the parapet wall areas, adding reveals	The project would be in conformance with this objective.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		to provide façade interest. These coordinated design elements would serve to visually break the mass of the building as viewed from surrounding areas. Complementary landscaping and hardscaping woud further assist to satisfy this policy.	
Policy 1.23A	Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	See response to Objective 1.23.	The project would be in conformance with this policy.
Policy 1.23B	Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.	See response to Objective 1.23.	The project would be in conformance with this policy.
Policy 1.23C	Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.	See response to Objective 1.23. All site plans, including proposed building materials and landscaping would be provided to the City for final review and approval.	The project would be in conformance with this policy.
1.24 Topographic Resources Objective	To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	The project site and more specifically, the project development footprint, is relatively flat and it has been disturbed by the previously industrial development and demolition on the same. The project would not contribute to slope instability, flooding, or erosion hazards. Please refer to Chapter 4.6 and 4.9 of this EIR which determines that potential impacts related to slope instability, flooding and erosion hazards would be less than significant.	The project would be in conformance with this objective.
Policy 1.24A	Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to	The project site is zoned IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). Because the project site is flat and has been previously developed with an industrial building, the site would not require significant alteration to the existing terrain, as	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	fulfill the policies contained below will be limited.	the site is relatively flat, and is already served by existing roads and utilities.	
Policy 1.24F	Excessive cut and fill grading to create standard prepared pads shall be prohibited.	The proposed project development would generally maintain the existing grades and landform of the project site. Approximately 60,000 cubic yards of raw cut and 40,000 cubic yards or raw fill would be required for the site development, resulting in a net export amount of 20,000 cubic yards. This is necessary to allow for the proposed building pad, parking and circulation areas.	The project would be in conformance with this policy.
Policy 1.24G	Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	Please refer to response to Policy 1.24A and 1.24F. The project would not create flat plans and sharp angles of intersection.	The project would be in conformance with this policy.
Policy 1.24H	Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.	Please refer to response to Policy 1.24A and 1.24F.	The project would be in conformance with this policy.
Policy 1.24I	The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	A Geotechnical Investigation was prepared for the project by NOVA Services in 2021. The report documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety. Please refer to Chapter 4.6, Geology and Soils, of this EIR which determines impacts as a result of the project would be less than significant.	The project would be in conformance with this policy.
Policy 1.24J	Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to	As outlined in Chapter 4.9, Hydrology and Water Quality, of this EIR, impacts related to flooding, erosion and sedimentation and site drainage as a result of project implementation would be less than significant. Proposed site drainage would	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	coordinate with existing downstream conditions.	ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures.	
Policy 1.24M	The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	Although there would be an overall increase in runoff from the project site due to an increase in impervious surface, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development. Proposed site drainage would ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures.	The project would be in conformance with this policy.
Policy 1.24N	Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.	See response to Policies 1.24A and 1.24F. The project would be served by existing roadways.	The project would be in conformance with this policy.
Policy 1.24O	Parking areas shall adapt to the topographic character of the site.	See response to Policies 1.24A and 1.24F. The project site is relatively flat and therefore the existing topography would not need to be substantially altered in order to accommodate the proposed development, including parking on-site.	The project would be in conformance with this policy.
Policy 1.24P	Site disturbance shall be limited to the minimum area necessary as construction proceeds.	See response to Policies 1.24A and 1.24F. The project site is located on a previously disturbed, developed lot. Development of the project would improve existing conditions with enhanced building quality and landscaping on-site.	The project would be in conformance with this policy.
Policy 1.24Q	Groundcover shall be re-established as early as possible as construction proceeds.	The first phase of construction would include grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction, and re-vegetation of disturbed areas would occur. The project would implement a stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best	The project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		management practices (BMPs) to reduce erosion. Proposed landscaping would be established on-site in accordance with the construction schedule outlined in Chapter 3 of this EIR.	
Coastal Zone Objective 1.32	To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.	The project would not be subject to California Coastal Commission review nor subject to the Oceanside Local Coastal Plan because it is not located in a coastal zone.	Not applicable.
Policy 1.32A	The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (Figure 3 of the Land Use Element). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.	Please see response to Objective 1.32	Not applicable.
Commercial Subdivision Objective 2.01	To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	The project does not include a commercial subdivision component.	The project would be in conformance with this objective.
Commercial Subdivision Policy 2.01B	Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.	Please see response to Objective 2.01	The project would be in conformance with this policy.
2.12 Light Industrial Objective	To provide and protect industrial lands that can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.	The project would be consistent with the existing City land use designations and zoning ordinance. The zoning ordinance designates the project site IL- Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). The project would require only temporary installation of fencing during construction to prevent inadvertent disturbance to areas outside the limits of grading to protect biological resources.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.12A	Areas designated Light Industrial shall generally contain a minimum of two hundred acres. Smaller sites may be considered when located adjacent to land uses of similar intensity. Light industrial areas shall have access to a secondary arterial or higher rated street either directly or through non-residential areas.	This policy is intended for sites seeking a General Plan Amendment to make the site's designation Light Industrial. The project site is located immediately adjacent to similar intensity uses such as the Oceanside Municipal Airport, and the site is proximate to SR-76 and the commercial and industrial uses to the south of the freeway. Further, the project does not request a change in the existing land use designation so this policy is not triggered. The proposed project would have access to secondary arterial or higher rated streets directly or by way of non-residential areas.	The project would be in conformance with this policy.
Policy 2.12B	Light Industrial uses shall be restricted to uses generally engaged in the manufacturing, assembly, packing, fabrication and processing of components into finished products rather than the conversion of raw materials. Industrial activity shall be conducted primarily within structures, and outside storage areas and assembly activities shall be limited.	Consistent with the land use designation for the project site, the project proposes to develop a new 566,905-square-foot warehouse and manufacturing facility on the 31.79-acre project site. The requested entitlements include a Site Development Plan, which presents the specific lot configurations for the site. The Development Plan application addresses the complete redevelopment of the project site analyzed in this Draft EIR. Operations would occur within proposed structures.	The project would be in conformance with this policy.
Policy 2.12C	Light Industrial areas shall be primarily developed as industrial parks and commerce centers providing both single-use and multi-tenant structures. Independent development standards shall be coordinated to provide for unified site design.	Development standards are provided within the City's Zoning Ordinance to achieve consistency with this policy. Consistent with the Zoning Ordinance, the project requires that certain entitlements be submitted, reviewed, and approved by the City. The proposed project building would be designed for either single-use or multi-tenant and includes ancillary office space in addition to warehouse/manufacturing facilities to accommodate those uses.	The project would be in conformance with this policy.
Policy 2.12D	Light Industrial developments shall place its emphasis on presenting an efficient, clean	As discussed in Section 4.1, Aesthetics, of the Draft EIR, the proposed architectural design,	The project would be in conformance with this policy.

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	and visually appealing industrial environment. Architectural, landscape, signage, and development standards shall be coordinated to provide for unified site design.	landscaping, and amenities are being reviewed by the City as part of the requested Development Plan approval. The proposed building is designed in a modern light-industrial style, incorporating concrete tilt-up panels with horizontal reveals, offset wall planes, and window elements and facade details that create visual interest on all four building elevations. Complementary materials, finishes, and colors would be coordinated across all building elevations. Landscaping on site is proposed to enhance open spaces and soften the overall site environment. Plant materials have been selected for their appropriateness to scale and suitability for use throughout the site. Tree and shrub plantings are designed to enhance key site and architectural elements and to screen the perimeter edges of the project area. Additional planting areas around the project site perimeter and throughout the on-site parking areas would be designed to complement project architecture while exceeding tree canopy and impervious surface area requirements for the site.	
Policy 2.12E	Each industrial use shall provide attenuating structures, devices and procedures to insure that noise, vibration, glare, odors, heat and other emissions are not perceptible outside its boundaries by the natural senses.	The project would be constructed in compliance with all local, state, and federal regulations. As outlined in Sections 4.1, 4.2, 4.8, and 4.11 of this EIR, implementation of the project would not subject people to objectionable noise, vibration, glare, odor, heat, or release of or exposure to hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Additionally, the project would incorporate a landscape plan that exceeds the City's tree canopy requirements.	The project would be in conformance with this policy.

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Policy 2.12F	All storage, assembly and parking areas and equipment shall be completely screened from view. Mechanical equipment, vents, stacks, apparatus, antennae and other appurtenant items shall be incorporated into the total design of structures in a visually attractive manner or shall be entirely enclosed and screened from view.	As part of the project, landscaping and a perimeter wall would be incorporated around the boundary of the entire project site, thereby serving to screen any assembly, parking areas, and equipment from public view. The wall would be a solid decorative masonry block wall system that would complement the adjacent landscaping to serve as screening around the perimeter of the site.	The project would be in conformance with this policy.
Policy 2.12G	Deep, extensively landscaped areas shall be provided as a buffer where Light Industrial areas abut residentially designated areas. Whenever possible, unobnoxious uses or facilities such as parking, recreation and patio areas shall be located adjacent to the landscape buffer to further insulate the residential areas from the industrial activities.	As discussed in Section 4.1 of the Draft EIR, the project site does not abut residential areas. Therefore, the project is consistent with this policy. However, the project would include landscaping along the perimeter of the project site.	The project would be in conformance with this policy.
2.2 Commercial Development Objective	The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations: community commercial, neighborhood commercial, general commercial, special commercial and professional commercial.	The project site does not have a commercial land use designation, the General Plan land use designation is Light Industrial (LI).	Not applicable.
Neighborhood Commercial Policy 2.22A.	Neighborhood Commercial shall provide commercial uses which meet the day-to-day commercial needs of the community. Commercial center development is implicit. Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants and services are permitted as minor tenants and	Please see response to Objective 2.2.	Not applicable.

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	"convenience" businesses may be allowed when well integrated into the center's design.		
Neighborhood Commercial Policy 2.22B	Since Neighborhood Commercial centers will meet the daily shopping needs of the community, they shall be located near residential areas along major arterials or secondary arterials, preferably at their intersections with collector streets. Consequently, there shall be limits on their intensity to be compatible with nearby residential areas. Areas shall generally be between 10 and 30 acres.	Please see response to Objective 2.2.	Not applicable.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 B	Given the proximity and visibility from major travel corridors, development shall place a major emphasis on providing visitor-serving uses and facilities. Larger sites may provide commercial development of community serving or higher level.	The project proposes redevelopment of an industrial site with a new warehouse, manufacturing, and distribution facility. Although the project site is approximately 900 feet north of the Highway 76 corridor, the project is located in the Airport Neighborhood Area of the City, it is zoned and general plan designated for employment generating industrial uses and the site and surrounding area is not designated for and does not historically serve as a visitor-serving area.	The project would be in conformance with this policy.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 D	Commercial developments shall be encouraged to provide facilities that promote and support the use of public transportation systems.	The project is not a commercial development.	Not applicable.
Commercial Enhancement Policy 2.26A	The City shall encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating	Please see response to Objective 2.2.	Not applicable.

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	abilities and cultural enhancement.		
Commercial Enhancement Policy 2.26B	The City shall not permit the proliferation and/or over-construction of commercial use that generate adverse impacts to the social structure, visual quality, economy, public safety, or well-being of the community.	The project is not a commercial development and will not result in or contribute to the over construction of commercial uses.	The project would be in conformance with this policy.
2.7 Community Facilities Management Objective	To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.	Existing public services and existing utilities and service systems would be utilized by the project but would not be overburdened, as analyzed in Chapters 4.13, Public Services, and 4.17, Utilities and Service Systems, of this EIR.	The project would be in conformance with this objective.
Communities Facilities Management Policy A	Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities.	Prior to the issuance of the building permits, the project applicant would pay all required development fees to the approval of the City of Oceanside.	The project would be in conformance with this policy.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading and excavations in the City of Oceanside.	Prior to issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Investigation have been incorporated into the project	The project would be in conformance with this policy.

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		design and construction documents to the satisfaction of the City Engineer.	
Grading and Excavations Policy A	Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.	The recommended grading and geological measures have been incorporated into the project design; see Chapter 4.6 of this EIR, Geology and Soils.	The project would be in conformance with this policy.
Public Safety Element			
Public Safety Element Goal	Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.	Construction and operation of the project would be typical of an industrial development and proposed facilities would be compatible with the existing land use and zoning designation for the site. The project would be required to comply with all local, state and federal regulations related to building structure, hazards, and geotechnical requirements.	The project would be in conformance with this goal.
Seismic and Geologic Hazard Objective 1	Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	The project is not located in an earthquake fault zone, liquefaction zone, or landslide zone as identified by the California Geological Survey. A Geotechnical Investigation was prepared for the project by NOVA Services in 2021. The report documented the recommended construction methods to provide structural stability for the proposed	The project would be in conformance with this objective.

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		development on the project site and are incorporated as project design features to ensure geological safety.	
Seismic and Geologic Hazard Objective 2	Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	See response to Objective 1 above.	The project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 3	Provide to the public all available information about existing seismic and geologic conditions.	The existing seismic and geologic conditions are provided in the geotechnical reports prepared for the project site and are further discussed in Section 4.6, Geology and Soils, of this EIR.	The project would be in conformance with this policy.
Circulation Element			
Long Range Policy Direction			
Goal 1	A multimodal transportation system, which allows for the efficient and safe movement of all people and goods, and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.	The project is the redevelopment of a site that had a large industrial building until that structure was demolished in 2022. The project proposes another industrial use that is consistent with the site's general plan and zoning regulations that are part of the basis upon which the City's multimodal transportation has been planned and developed, The site is currently served by the existing network of nearby roads, including Alex Road, Eddie Jones Way, Benet Road, Foussat Road, and Highway 76. Primary access to the project site is currently provided via Alex Road on the east side of the project site, with a secondary access point to Benet Road on the west. These access points would be improved to full commercial driveway standards and maintained with the proposed project. Tractor/trailer/truck ingress/egress would be designated for and limited to the Benet Road access drive. Benet Road connects directly to Highway 76, located approximately 900 feet southwest of the site. Alex Road connects the project site to Highway 76 via Foussat Street, located	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		southeast of the project site. Highway 76 provides a direct route to Interstate 5 located approximately 1.7 miles to the west. Internal circulation through the project site would consist of a system of vehicular drives and pedestrian walkways providing access around the entire building and serving parking areas throughout the site. The project would connect to the existing sidewalk system in the area and improve pedestrian connections to surrounding properties. A sidewalk is proposed from the project access on Alex Road north to connect with the San Luis Rey River Trail right-of-way (a distance of approximately 50 feet). The project also proposes to construct a sidewalk along the project frontage on Benet Road from Eddie Jones Way, north to the San Luis Rey River access path (a distance of approximately 600 feet).	
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The project site is located within one-half mile of the Mission Avenue and Foussat Road bus stop on Mission Avenue and immediately adjacent to the Oceanside Airport. The project is consistent with the industrial designations and not located within a Smart Growth Opportunity Areas as designated by SANDAG. Under MM-TRA-1, the project applicant will be required to implement a Voluntary Employer Commute Program in order to reduce trips.	The project would be in conformance with this goal.
Goal 3	Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	See response to Goal 2.	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 4	A citywide transportation system that integrates with the regional transportation system.	This Goal is not directed toward an individual development project. See also response to Goals 1 and 2.	The project would be in conformance with this goal.
Goal 5	A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	See response to Goals 4.	The project would be in conformance with this goal.
Objective i.	Implement a circulation system that provides a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.	See response to Goals 4.	The project would be in conformance with this objective.
Policy 2.4	The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.	See response to Goal 4.	The project would be in conformance with this policy.
Policy 2.5	The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.	See response to Goals 4.	The project would be in conformance with this policy.
Master Transportation Roadway Plan			
Goal 1	A transportation network that supports safe and efficient travel for all modes of transportation.	See response to Long Range Policy Direction Goals 4.	The project would be in conformance with this goal.
Objective i.	Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.	As outlined in Section 4.14 of this EIR, the project would be consistent with all General Plan Circulation Element goals and policies including this Objective 1. As demonstrated in Appendix I, the	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		proposed project would contribute traffic to a failing intersection (SR-76/Benet Road) under several scenarios. Since the project alone would not result in the intersection failing below LOS D a fair share payment of 8.5% towards the improvements at that intersection would be required as a condition of approval for the project. Payment of the fair share would ensure the project would not conflict with a program, plan, or ordinance addressing roadway facilities. It should be noted that the LOS analysis was conducted to identify project impacts on the roadway operations in the project study area and to recommend project improvements to address noted deficiencies; however, consistent with the requirements of CEQA, the transportation/traffic impact significance determination for the proposed project is based only on Vehicle Miles Traveled (VMT) and not on LOS.	
Objective ii.	Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout [Chapter 3 of the Circulation Element].	The project does not include development of any new streets. However, the project would be reviewed by the City staff and the City decision makers to ensure that all City -required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The project would be in conformance with this objective.
Policy 3.3	All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers	See response to Objective ii.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	Design and Processing Manual.		
Policy 3.4	The City may permit construction of private streets within individual development projects, provided that: They are designed geometrically and structurally to meet City standards. Only project occupants are served. All emergency vehicle access requirements are satisfied. The streets do not provide direct through route between public streets. The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.	See response to Objective ii. No private streets are proposed by the project. The project would be served by existing streets in the area, including Alex Road and Benet Road. Internal circulation through the project site would consist of a system of vehicular drives and pedestrian walkways providing access around the entire building and serving parking areas throughout the site. Drives surrounding the building are designed at a 35-foot minimum width to provide for required fire department access adjacent to the proposed 45-foot-high structure, and have been reviewed by City Fire Department staff.	The project would be in conformance with this policy.
Policy 3.6	The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access: The City shall prohibit driveway access to prime arterials. Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity.	See response to Objective ii and Policy 3.4. The project does not propose any driveways on prime arterials. Access to the project site would be maintained and improved as necessary with existing access points from Alex Road at the northeast corner, and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point.	The project would be in conformance with this policy.

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	Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns. Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.		
Policy 3.9	The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.	See response to Policies 3.4 and 3.6. The project would be reviewed by the City staff and the City decision makers and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The project would be in conformance with this policy.
Policy 3.10	The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.	The project would be reviewed by the City staff, the City decision makers, and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. The project site is not located along any Master Transportation Roadway Plan	The project would be in conformance with this policy.

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		streets, and no dedications of rights away are proposed.	
Policy 3.11	The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.	See response to Objective ii.	The project would be in conformance with this policy.
Policy 3.12	The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.	The project would be reviewed by the City staff and the City decision makers to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists. There are no schools in the immediate vicinity of the project stie, and no coordination with the school district for school crossing signs or protection would be required.	The project would be in conformance with this policy.
Policy 3.14	The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.	See response to Policy 3.6.	The project would be in conformance with this policy.
Policy 3.15	The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes	The project would be subject to impact and any other fee programs related to the City circulation system. These fees would be assessed and applicable districts	The project would be in conformance with this policy.

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	to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.	and collected in accordance with applicable law.	
Policy 3.20	If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.	As outlined in Section 4.14 of this EIR, the project would be consistent with all General Plan Circulation Element goals and policies. The project would not create a safety hazard. As demonstrated in Appendix I, the proposed project would contribute traffic to a failing intersection (SR-76/Benet Road) under several scenarios. Since the project alone would not result in the intersection failing below LOS D a fair share payment of 8.5% towards the improvements at that intersection would be required as a condition of approval for the project. Payment of the fair share would ensure the project would not conflict with a program, plan, or ordinance addressing roadway facilities. MM-TRA-1 would be incorporated to reduce potential impacts to a less than significant level. As related to transportation, the project would not create a safety hazard.	The project would be in conformance with this policy.
Policy 3.21	The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.	Landscaping along the Benet Road frontage and Alex Road connection would provide upgraded streetscapes and project site entries. Additional planting areas around the project site perimeter and throughout the on-site parking areas would be designed to complement project architecture while exceeding tree canopy and impervious surface area requirements for the site.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Transportation Demand Management			
Goal 1	Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.	The project site is located within one-half mile of the Mission Avenue and Foussat Road bus stop on Mission Avenue and immediately adjacent to the Oceanside Airport. The project is consistent with the industrial designations and not located within a Smart Growth Opportunity Areas as designated by SANDAG. The project would implement MM-TRA-1, a voluntary employee rideshare program, in an effort to reduce vehicle trips to and from the site. The development would incorporate facilities on-site that encourage multi-modal transportation.	The project would be in conformance with this goal.
Objective i.	Move more people in fewer vehicles while providing high quality modes of transportation.	See response to Goal 1.	The project would be in conformance with this objective.
Objective ii.	Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	See response to Goal 1.	The project would be in conformance with this objective.
Objective iii.	Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	See response to Goal 1. In addition, as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet). The proposed sidewalk improvements would be consistent with the General Plan Circulation Element goal of providing alternative modes of transportation to reduce the dependence on automobiles. The proposed improvements would also provide increase walkability, connectivity, and accessibility consistent with the goals of the City's Pedestrian Master Plan.	The project would be in conformance with this objective.

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		There is currently a Class II bike land along Benet Road, and a Class I bike path at the San Luis Rey River Trail. Both facilities are identified in the City's Bicycle Master Plan (City of Oceanside 2017). No deficiencies were observed on the bike lanes or bike path, therefore, no improvements are proposed.	
Policy 4.1	The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of TDM strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.	The project would implement MM-TRA-1, a voluntary employee rideshare program, in an effort to reduce vehicle trips to and from the site. Additionally, the project would be conditioned to prepare a TDM plan as required by Article 30, Section 3050 of the Zoning Ordinance.	The project would be in conformance with this policy.
Policy 4.2	The City shall maintain and implement the policies and recommendations of the Bicycle Master Plan as part of the Recreation Trails Element. These facilities shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.	There is currently a Class II bike land along Benet Road, and a Class I bike path at the San Luis Rey River Trail. Both facilities are identified in the City's Bicycle Master Plan (City of Oceanside 2017). No deficiencies were observed on the bike lanes or bike path, therefore, no improvements are proposed. The project is consistent with the Bicycle Master Plan.	The project would be in conformance with this policy.
Policy 4.3	The City shall maintain and implement the policies and recommendations of the Pedestrian Master Plan as part	As part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis	The project would be in conformance with this policy.

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	of the Recreational Trails element to ensure pedestrian access along streets and other locations throughout the City are properly maintained and provided.	Rey River access path (approximately 600 feet). The proposed sidewalk improvements would be consistent with the General Plan Circulation Element goal of providing alternative modes of transportation to reduce the dependence on automobiles. The proposed improvements would also provide increase walkability, connectivity, and accessibility consistent with the goals of the City's Pedestrian Master Plan.	
Policy 4.4	The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available.	The project would implement MM-TRA-1, a voluntary employee rideshare program, in an effort to reduce vehicle trips to and from the site.	The project would be in conformance with this policy.
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	The project would incorporate on-site facilities promoting carpooling and multi-modal transportation.	The project would be in conformance with this policy.
Public Transit and Rail Policies and Guidelines			
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	The project site is not located on a transit service or rail service route. The project would implement MM-TRA-1, a Voluntary Rideshare Program. Additionally, the project would incorporate sidewalk improvements connecting to the project site.	The project would be in conformance with this goal.
Objective ii.	Support the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit and transit technologies as they become available.	See response to Goal 1.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective iii.	Support Mixed-Use developments in transit focus areas and transit-oriented developments.	The project site is not located on a transit service route or transit focused area. However, the project would incorporate pedestrian improvements, as described in Section 4.14 of this EIR.	The project would be in conformance with this objective.
Policy 5.2	The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD.	See response to Objective iii.	The project would be in conformance with this policy.
Pedestrian Facilities			
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	The project would not pose any unique barriers or hazards to employees or visitors of the site. The project proposes a new industrial warehouse, manufacturing and distribution facility on-site. As part of the project, a sidewalk will be constructed from the project access on Alex Road north to the San Luis Rey River Trail (approximately 50 feet). Also as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet).	The project would be in conformance with this goal.
Goal 3	Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places, and other essential pedestrian destinations.	The project includes the construction of a sidewalk from the project access on Alex Road north to the San Luis Rey River Trail (approximately 50 feet). Also, as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet).	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 4	Ensure that pedestrian facilities meet local, state, and federal access requirements. Utilize "Universal Access" principles that go beyond the minimum standards, since all pedestrians benefit from this approach.	On-site pedestrian circulation network and sidewalk improvements in the public right-of-way would be built in compliance with the Americans with Disabilities Act (ADA) and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons; to the extent feasible for an industrial development. The meaning of "Universal Access" in this context means "access for all ages or persons with disabilities." The sidewalk improvements proposed as part of the project would provide access for all ages or persons with disabilities.	The project would be in conformance with this goal.
Objective i.	Support projects, improvements, and programs that create a safer pedestrian walking environment.	See responses to Goals 1, 3, and 4.	The project would be in conformance with this objective.
Objective ii.	Encourage development patterns that promote walking and increase connectivity.	See response to Goal 3.	The project would be in conformance with this objective.
Objective iv.	Promote accessibility and mobility for all people including children, disabled, and the elderly.	See response to Goal 4.	The project would be in conformance with this objective.
Policy 7.2	The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues.	See response to Goal 1.	The project would be in conformance with this policy.
Policy 7.7	The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.	See response to Goals 3 and 4.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 7.8	The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments.	See response to Goals 1 and 3.	The project would be in conformance with this policy.
Policy 7.10	The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	See response to Goal 4.	The project would be in conformance with this policy.
Environmental Resource Management Element			
Water Objective 2	Investigate sources of local water supplies to reduce dependence on imported water.	The City purchases the majority of its water supply from the San Diego County Water Authority (SDCWA). The project would comply with the General Plan and zoning code, and therefore water demand of the project has been considered in the City and regional water supply documents that are based on the buildout of the City. See Chapter 4.17, Utilities and Service Systems.	The project would be in conformance with this Objective.
Water Objective 3	Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	The project would be required to prepare a project-specific stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to further reduce erosion and runoff. A project stormwater quality management plan (SWQMP) was also prepared to address the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 4.9, Hydrology and Water Quality. Project impacts related to water quality were determined to be less than significant.	The project would be in conformance with this objective.
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of	As discussed in detail in Chapter 4.6, Geology and Soils and 4.9, Hydrology and Water Quality, impacts related to soil erosion and	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	the rocks, soil erosion, and the siltation of the lagoons.	siltation would be less than significant.	
Vegetation and Wildlife Habitats Objective 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	The project site is not a habitat for rare, endangered, or threatened species. As outlined in Chapter 4.3, Biological Resources, the project would incorporate design features which would ensure conservation and enhancement of existing vegetation and wildlife habitats in adjacent open space land uses, including the San Luis Rey River corridor. The project would maintain the 100-foot biological buffer as required from the edge of the San Luis Rey River riparian habitat. The buffer area is adjacent to the San Luis Rey River Trail embankment and would be replanted with native coastal species. Additionally, the project would implement MM-BIO-1 through MM-BIO-4 to reduce potential direct and indirect impacts to biological resources to a level of less than significant.	The project would be in conformance with this objective.
Recreation and Scenic Areas Objective 1	Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	The project proposes redevelopment of the industrial site with a new warehouse, manufacturing and distribution facility. Development of the project would not require designated recreational or open space use on-site. Still, the project would be required to pay public facilities impact fees based on the impact fee schedule in effect at the time of issuance of a building permit.	The project would be in conformance with this objective.
Community Facilities Element			
Long Range Policy Direction Objective	To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.	Potential impacts to public facilities would not be significant as analyzed in Chapter 4.13, Public Services, of this EIR. Furthermore, payment of development impact fees in accordance with Municipal Code Sections 32B and 32C would address the need for additional	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		public services generated by new development.	
Policy 0.3	The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacts by new development.	Project impacts to public facilities are discussed in Section 4.13, Public Services, of this EIR. The project would be required to pay public facilities impact fees based on the impact fee schedule in effect at the time of issuance of a building permit. Fees collected are to be used to fund public service capital improvements, the need for which is attributable to the proposed development. Payment of the required public facility fees would ensure impacts to future public facilities would be less than significant.	The project would be in conformance with this policy.
Policy 0.6	The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the open space of the City; c) protect quality of life in the City; d) ensure the adequacy of municipal facilities, libraries, school facilities, and park and recreation facilities and services; e) ensure a balance of housing types and values in the City which will accommodate a variety of families, including families of low and moderate income; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air quality; h) ensure that traffic demands do not exceed the capacity of the streets; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate	The project proposes to redevelop the project site with a new industrial warehouse, manufacturing and distribution facility. The project would be consistent with the General Plan land use designation. Relevant subcomponents of Policy 0.6 would be addressed as follows. a. The project would be consistent with the surrounding Limited Industrial land use and other uses such as the Oceanside Municipal Airport. The scale and design of the project conform to the zoning and the character of the community. b. The project would incorporate a 100-foot buffer from the San Luis Rey River and would not develop any existing land designated as Open Space. c. The project would not impact the quality of life within the City. d. The project involves construction of a new industrial warehouse where one previously existed. The project does not propose any residential component that would require additional municipal facilities, libraries, schools, or	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	water and sanitary sewage systems; m) ensure adequate stormwater management systems. (The following subcomponents of this policy did not apply to the proposed project: c, d, e, and i).	parks. See Section 4.13, Public Services for additional information. e. The project does not propose any residential buildings. f. The project would be consistent with the Industrial zoning and land use designation for the site and would provide jobs in the City consistent with the intention of the zoning and land use designation. g. As discussed in Section 4.2, Air Quality, project air quality impacts would be less than significant with implementation of MM-AQ-1. h. As discussed in Section 4.15, impacts to existing intersections and street segments would be less than significant, and the project would implement MM-TRA-1. j. The project would not place a severe strain on the local freeway system. The industrial use would be appropriately sited adjacent to SR-76. k. The project's site plan has been reviewed by the Oceanside fire and police protection services to ensure the project is designed to allow for the provision of fire and safety services, if needed. Further payment of applicable development impact fees for public services including fire and emergency services will address the need for additional public services generated by new development. l. As discussed in Section 4.16, Utilities and Services Systems, no expansion of existing water and sewage facilities would be required beyond the construction of on-site connections. m. As discussed in Section 4.9, Hydrology and Water Quality,	

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		although there would be an overall increase in runoff (due to increased impervious surface) from the project site due to project development, as well as improvements to the project sites stormwater management system. The Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.	
Fire Department Facilities Objective	To protect the health, safety, and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms.	The potential impacts to the project site as a result of natural disasters, including earthquakes, floods and storms, and hazardous materials are discussed in Chapters 4.6, Geology and Soils, 4.8, Hazards, and 4.18, Wildfire. It was determined that the potential for emergencies related to natural disasters, hazardous materials, and wildfire to occur within the project site would be less than significant. Regarding response related to fire, rescue, explosion, or medical problems, the project would be served by the closest OFD station, Station 7 located at 3250 Mission Avenue, 0.7 miles southeast of the project site.	The project would be in conformance with this objective.
Fire Department Facilities Policy 3.10	In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.	The project has been approved by the Oceanside Fire Department as meeting the applicable fire requirements, including drives surrounding the building designed at a 35-foot minimum width to provide for required fire department access adjacent to the proposed 45-foot-high structure. All final plans will be subject to review by the Oceanside Fire Department, as well.	The project would be in conformance with this policy.
Fire Department Facilities Policy 3.11	Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler	See response to policy 3.10. The project site is located within a Very High Fire Hazard Severity Zone, but is also located within an urbanized and developed area of the City. In order to mitigate for potential grass and/or brush fires, the project	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.	proposes to implement a landscape pallet consisting of native species that would naturally serve as a fire retardant. The project would be required to comply with the City of Oceanside Code of Ordinances, Chapter 11 (Fire Protection), which provides regulations for fire prevention measures including fire sprinklers and landscape restrictions.	
Sanitary Sewer Policy 5.4	New development shall be responsible for on-site facility improvements required by that development.	The project would construct all necessary on-site sanitary sewer facility improvements required for the development of the project and the project shall be responsible for the same pursuant to project conditions of approval and the City Code of Ordinances.	The project would be in conformance with this policy.
Sanitary Sewer Policy 5.5	The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.	See response to Policy 5.4. The project will include upgrades to existing on-site sewer facilities and optimize connection to the City sewer system. As discussed in Section 4.17, Utilities and Service Systems, it has been determined that the proposed sewer system connection would adequately serve the project, and existing City infrastructure would have sufficient capacity to accommodate project demand.	The project would be in conformance with this policy.
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	Development of the project includes construction of adequately sized on-site water facilities to connect to existing City facilities and the project shall be responsible for the same pursuant to project conditions of approval and the City Code of Ordinances.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Water Supply Policy 5.12	The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.	The project would be consistent with the General Plan Land Use Designation for Industrial uses. Water service would be provided via the existing water connections to the existing public water system. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site, which would adequately serve the proposed development, as outlined in Section 4.17, Utilities and Services Systems.	The project would be in conformance with this policy.
Stormwater Management System Policy 6.2	All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.	Storm drain systems and connections would be designed to collect on-site runoff and convey it through the project site into existing drainage facilities. The project includes stormwater treatment to meet water quality requirements, including the installation of inlets, storm drain facilities, biofiltration basins, and an underground stormwater detention tank. No expansion of the City's drainage facilities would occur beyond what is required on-site. The project applicant would comply with all applicable City drainage impact fees.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 6.4	To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.	The project site has been previously graded and heavily disturbed as a result of previous development onsite. There are no natural drainage ways onsite and no concrete channels are included as part of the project.	The project would be in conformance with this policy.
Policy 6.7	The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.	The San Luis Rey River is considered to be a drainage way corridor, thus the proposed project has been designed to maintain a 100-foot biological buffer from the edge of the San Luis Rey River riparian habitat as designated in the City of Oceanside Subarea Plan (SAP). This buffer is located along the northern edge of the property. Although the San Luis Rey River Trail and embankment runs through the buffer area forming a hard boundary between the project site and the river habitat areas, the proposed project structures and parking/circulation areas have been designed and located to specifically avoid the biological and planning buffers. The portion of the 100-foot wide buffer area located on the project site would be replanted with native coastal species.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Circulation System Policy 12.5	Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets, and Local Streets necessary to provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors, and arterials to insure and maintain a smooth, functional, and safe circulation system.	An assessment was conducted to determine the impacts on utilizing Vehicle Miles Traveled (VMT) for the project. Additionally, a project-specific Local Transportation Study (LTS) was prepared to analyze automobile delay and LOS. As demonstrated in Appendix I, the proposed project would contribute traffic to a failing intersection (SR-76/Benet Road) under several scenarios. Since the project alone would not result in the intersection failing below LOS D a fair share payment of 8.5% towards the improvements at that intersection would be required as a condition of approval for the project. As part of the project, a sidewalk will be constructed from the project access on Alex Road north to the San Luis Rey River Trail (approximately 50 feet). Also as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet).	The project would be in conformance with this policy.
Community Facilities Financing Policy 14.1	All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.	The project applicant would pay all applicable fees required as part of the development process; such fees include but are not limited to fair-share circulation network improvement fess and public facility fee requirements as applicable and determined by the City. in accordance with Municipal Code Sections 32B and 32C would address the need for additional public services generated by new development	The project would be in conformance with this policy.
Noise Element			
Policy 1	Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones	As described in Chapter 4.11, Noise, of this EIR, project related construction and operation noise would not exceed the noise thresholds analyzed in the Noise	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	where noise levels may be greater.	Report prepared for the project; and impacts related to noise were determined to be less than significant (Appendix H).	
Policy 2	Noise shall be controlled at the source where possible.	See Noise Element Policy 1. All onsite noise is controlled onsite and noise impacts were determined to be less than significant.	The project would be in conformance with this policy.
Policy 3	Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	See Noise Element Policy 1. No barriers or additional space to dissipate noise is required because all noise is controlled onsite.	The project would be in conformance with this policy.
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Noise Element Policy 1. As identified in Section 4.11, Noise, no topographical or structural shielding was assumed in the modeling. The modeling did account for distance to noise sensitive receivers, and all impacts were determined to be less than significant.	The project would be in conformance with this policy.
Policy 5	Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.	See Noise Element Policy 1.	The project would be in conformance with this policy.
Recommendation 2	In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.	See Noise Element Policy 1. Field measurements of sound pressure level (SPL) were conducted near the proposed project site on February 24, 2022, to quantify and characterize the existing outdoor ambient sound levels. Section 4.11, Table 3 provides the location, date, and time period at which these baseline noise level measurements were performed by an attending Dudek field investigator using a Rion-branded Model NL-52 sound level meter (SLM) equipped with a 0.5 inch, pre-polarized condenser microphone with pre- amplifier.	The project would be in conformance with this recommendation.
Recommendation 4	Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from	Construction equipment, including trucks, would be required during construction of the project. The construction workers will use both access points on Benet Rd and Alex	The project would be in conformance with this recommendation.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)	Rd while trucks will only use Benet Rd. Construction parking will occur on-site. During project construction and operation, no large trucks would enter the residential community to the north. Trucks would utilize Benet Road for access to SR-76.	
Recommendation 5	Land uses in the City of Oceanside should be planned in order to ensure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).	See Noise Element Policy 1. The project is consistent with the zoning ordinance which designates the project site IL- Limited Industrial, and the General Plan land use designation of Light Industrial (LI).	The project would be in conformance with this recommendation.
Hazardous Waste Management Element			
Pollution Prevention, Hazardous Waste Reduction Goal	The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWME.	As discussed in Section 4.2, Air Quality, the project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. In addition, as outlined in Section 4.9, Hydrology and Water Quality, standard best management practices included in the SWPPP required of the project by the Construction General Permit and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Operation of the proposed project would involve the operation and	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		maintenance of a warehouse and distribution facility which would likely involve the use of industrial-grade chemicals used in the day-to-day operation of the facilities as well as commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available products. While these materials could be stored on the project site, storage would be required to comply with the guidelines established by the manufacturer's recommendations. Consistent with federal, state, and local requirements, the transport, removal, and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Overall, hazardous materials release would be minimized, and impacts are determined to be less than significant. Soil remediation was completed/is being completed in conformance with DTSC requirements.	
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A. A) The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; B) The reduction of elimination of the generation or production of hazards materials (including wastes); C) The use of safer substitutes for hazardous materials; D) The recycling of hazardous materials whenever possible; E) The prevention and elimination of releases of hazardous materials into	The project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. As outlined in Appendix M, consultation with an appropriate regulatory agency, such as Department of Toxic Substances Control (DTSC), is required to address potential chemicals of concern (COC) impacts to soil, soil vapor and groundwater. Demolition of the previous building in 2022 occurred in accordance with the DTSC, California Land Reuse and Revitalization Act (CLRRA), and County requirements. Soil remediation is being conducted for the site per the supplemental site investigation workplan, demolition	The project would be in conformance with these methods.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	all media (air, water and land); F) The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes; G) The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; J) The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.	soil monitoring plan, and site-specific health and safety plan prepared for the site. All site remediation would be completed prior to the start of project construction. As outlined in Chapters 4.8, Hazards and 4.17, Utilities and Service Systems, project impacts related to hazards and hazardous materials, and solid waste would be less than significant.	
Method K	Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management Act of 1989" Health and Safety Code section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted	The proposed project would not generate hazardous waste of reportable quantities requiring the need to file a source reduction plan.	The project would be in conformance with this method.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	by the City or other designated agency.		
Strategies for Meeting Prevention and Minimization Goals	The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division ("HMMD") in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes: a) A hazardous Waste Reduction Plan and a Plan Summary; b) a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.	The proposed project would not generate hazardous waste or reportable quantities requiring the need to file a source reduction plan. The project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste.	The project would be in conformance with these goals.
Energy and Climate Action Element			
Goal ECAE-1a	The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	The project would comply with the City's CAP and include sustainability design features to reduce potential energy and water usage and reduce potential greenhouse gas	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		emissions. The proposed sustainability features include: ▪ PV Solar electricity system installed on the building rooftop ▪ Drought-tolerant landscaping and water efficient irrigation system ▪ Electrical Vehicle Charging Stalls	
Policy ECAE-1a-1	Incentivize the installation of solar photovoltaic systems in existing development, through community outreach and education, permit streamlining, and support of creative financing programs	This policy does not apply as the project proposes new development and the site does not include existing development.	The project would be in conformance with this policy.
Policy ECAE-1a-2	Require that new development supply a portion of its energy demand through renewable sources, to the extent practical and financially feasible.	The project would supply a portion of its energy demand through renewable sources including PV solar electricity systems on building roof tops, in compliance with Article 30, Section 3047 (Renewable Energy Facilities) of the City's Zoning Ordinance.	The project would be in conformance with this policy.
Policy ECAE-1b-3	In dedicating resources to energy efficiency and conservation in the residential sector, prioritize lower-income households that may lack the financial means to invest in retrofitting and/or other means of reducing energy use.	The project does not apply as the project does not propose a residential component.	The project would be in conformance with this policy.
Policy ECAE-1b-4	Assist lower-income households in accessing financial incentives for energy efficiency and renewable power upgrades.	See response to Policy ECAE-1b-3.	The project would be in conformance with this policy.
Goal ECAE-1c	The City Will Encourage Energy Efficiency and Conservation in New Development	The project would comply with the City's CAP and include sustainability design features to reduce potential energy and water usage and reduce potential greenhouse gas emissions. The proposed sustainability features include: ▪ PV Solar electricity system installed on the building rooftop	The project would be in conformance with this goal.

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		▪ Drought-tolerant landscaping and water efficient irrigation system ▪ Electrical Vehicle Charging Stalls	
Policy ECAE-1c-2	Encourage passive solar building design in new development.	See response to Policy ECAE-1a-1.	The project would be in conformance with this policy.
Policy ECAE-1c-7	As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	Photo-voltaic (PV) systems will be installed on the building to meet 50% of forecasted electricity demand, consistent with the City of Oceanside Climate Action Plan.	The project would be in conformance with this policy.
Policy ECAE-2a-1	In areas served by transit, promote land use intensities that increase transit ridership and, in turn, the quality and frequency of transit service.	The project site is not directly served by transit. Consistent with this policy, the project proposes to increase the amount of employment at a site located within one-half mile of the Mission Avenue and Foussat Road bus stop on Mission Avenue, but is located outside of the City's Smart Growth Opportunity Areas as designated by SANDAG. As part of the project, a sidewalk will be constructed from the project access on Alex Road north to the San Luis Rey River Trail (approximately 50 feet). Also as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet). Furthermore, as outlined in Section 4.14 of this EIR, as part of MM-TRA-1, the project applicant would be required to implement a Voluntary Employer Commute Program in order to reduce vehicle trips to and from the site.	The project would be in conformance with this policy.
Goal ECAE-4a	The City Will Be Among The Most Water Efficient Local Jurisdictions In the San Diego Region	As discussed in the response to Goal ECAE-1a, the project would plant drought-tolerant landscaping and incorporate a water efficient irrigation system. The project would not interfere with the City's goal of	The project would be in conformance with this goal.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		becoming the most water efficient jurisdiction in the San Diego Region.	
Goal ECAE-5a	By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide.	The proposed landscape plans include trees throughout the project site as shown on the Conceptual Landscape Plan. The project would not interfere with the City's goal to expand tree canopy to 25% coverage city wide.	The project would be in conformance with this goal.

4.11 Noise

This section describes the existing noise setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (proposed project). Dudek completed on-site short-term sound measurements to determine the existing ambient noise environment and used noise predictive models to quantify noise levels from project construction, on-site mechanical equipment operation, and project off-site traffic noise contributions. Sound level measurement results and predictive noise modeling data are included in Appendix H of this environmental impact report (EIR).

4.11.1 Existing Conditions

Fundamentals of Noise and Vibration

Sound, Noise, and Acoustics

Sound is a process that consists of three components: the sound source, sound path, and sound receiver. All three components must be present for sound to exist. Without a source to produce sound, there is no sound. Similarly, without a medium to transmit sound pressure waves, there is no sound. Finally, sound must be received; a hearing organ, sensor, or object must be present to perceive, register, or be affected by sound or noise. In most situations, there are many different sound sources, paths, and receptors rather than just one of each. Acoustics is the field of science that deals with the production, propagation, reception, effects, and control of sound. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired.

Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases with increasing amplitude. Sound pressure amplitude is measured in units of micronewton per square meter, also called micropascal. One micropascal is approximately one-hundred billionth (0.00000000001) of normal atmospheric pressure. The pressure of a very loud sound may be 200 million micropascals, or 10 million times the pressure of the weakest audible sound. Because expressing sound levels in terms of micropascal would be very cumbersome, sound pressure level in logarithmic units is used instead to describe the ratio of actual sound pressure to a reference pressure squared. These units are called Bels. To provide a finer resolution, a Bel is subdivided into 10 decibels (dB).

A-Weighted Sound Level

Sound pressure level alone is not a reliable indicator of loudness. The frequency, or pitch, of a sound also has a substantial effect on how humans will respond. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness, or human response, is determined by the characteristics of the human ear.

Human hearing is limited not only in the range of audible frequencies, but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 hertz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter. The adjustments (referred to as a weighting network) are frequency dependent.

The A-scale weighting network approximates the frequency response of the average young ear when listening to ordinary sounds. When people make judgments about the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special situations (e.g., B-scale, C-scale, D-scale), but these scales are rarely used in conjunction with most environmental noise. For a development like the project, noise levels are reported in terms of A-weighted sound levels. All sound levels discussed in this report are A-weighted decibels (dBA). Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 4.11-1.

Table 4.11-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet fly over at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 miles per hour)	80	Food blender at 1 meter (3 feet); garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime; gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area; heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban, daytime	50	Large business office; dishwasher next room
Quiet urban, nighttime	40	Theater; large conference room (background)
Quiet suburban, nighttime	30	Library
Quiet rural, nighttime	20	Bedroom at night; concert hall (background)
—	10	Broadcast/Recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2020.

Human Response to Changes in Noise Levels

The average healthy ear can barely perceive noise level changes of 3 dBA. A change of 5 dBA is readily perceptible, and a change of 10 dBA is *perceived* as twice (if a gain) or half (if a loss) as loud. A doubling of sound energy results in a 3-dBA increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level.

Noise Descriptors

Units of measure have been developed to evaluate the long-term characteristics of sound. The energy-equivalent sound level (L_{eq}) is also referred to as the time-average sound level. It is the equivalent steady-state or constant sound level that in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. For instance, the 1-hour A-weighted equivalent sound level, $L_{eq}(h)$, is the energy average of the A-weighted sound levels occurring during a 1-hour period, and is the basis for the City "general sound level limits" standards.

People are generally more sensitive to and thus potentially more annoyed by noise occurring during the evening and nighttime hours. Hence, another noise descriptor used in community noise assessments—the community noise equivalent level (CNEL)—represents a time-weighted, 24-hour average noise level based on the A-weighted sound level. However, unlike an unmodified 24-hour L_{eq} value, the CNEL descriptor accounts for increased noise sensitivity during the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) by adding 5 dBA and 10 dBA, respectively, to the average sound levels occurring during these defined hours within a 24-hour period.

Sound Propagation

Sound propagation (how sound travels from a noise emission source to a receiver location) is influenced by multiple factors that include geometric spreading, ground absorption, atmospheric effects, and occlusion by natural terrain and/or features of the built environment.

Sound levels attenuate (or diminish) geometrically at a rate of approximately 6 dBA per doubling of distance from an outdoor point-type source due to the spherical spreading of sound energy with increasing distance travelled. The effects of atmospheric conditions such as humidity, temperature, and wind gradients are typically distance-dependent and can also temporarily either increase or decrease sound levels measured or perceived at a receptor location. In general, the greater the distance the receiver is from the source of sound emission, the greater the potential for variation in sound levels at the receptor due to these atmospheric effects. Additional attenuation can result from sound path occlusion and diffraction due to intervention of natural (ridgelines, dense forests, etc.) and built features (such as solid walls, buildings and other structures).

Groundborne Vibration Fundamentals

Groundborne vibration is fluctuating or oscillatory motion transmitted through the ground mass (i.e., soils, clays, and rock strata). The strength of groundborne vibration attenuates rapidly over distance. Some soil types transmit vibration quite efficiently; other types (primarily sandy soils) do not. Several basic measurement units are commonly used to describe the intensity of ground vibration. The descriptors used by the Federal Transit Administration (FTA) are peak particle velocity (PPV), in units of inches per second (ips), and velocity decibel (VdB) that is based on a root-mean square of the vibration signal magnitude. The calculation to determine PPV at a given distance is as follows:

$$PPV_{distance} = PPV_{ref}*(25/D)^{1.5}$$

Where:

$PPV_{distance}$ = the peak particle velocity in inches per second of the equipment adjusted for distance
PPV_{ref} = the reference vibration level in inches per second at 25 feet
D = the distance from the equipment to the receiver

Ambient Noise Survey

Field measurements of sound pressure level were conducted near the proposed project site on February 24, 2022, to quantify and characterize the existing outdoor ambient sound levels. Table 3 provides the location, date, and time period at which these baseline noise level measurements were performed by an attending Dudek field investigator using a Rion-branded Model NL-52 sound level meter (SLM) equipped with a 0.5 inch, pre-polarized condenser microphone with pre- amplifier. The SLM meets the current American National Standards Institute standard for a Type 1 (Precision Grade) sound level meter. The accuracy of the SLM was verified using a field calibrator

before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above ground level.

Three (3) short-term (ST) noise level measurement locations (ST1–ST3) that represent existing noise-sensitive receivers were selected on and near the proposed project site. These locations are depicted as receivers ST1–ST3 on Figure 3 of Appendix H, Noise Measurement Locations. The measured L_{eq} and L_{max} noise levels are provided in Table 3 of Appendix H (Table 3). The primary noise sources at the sites identified in Table 3 consisted of traffic along adjacent roadways, aircraft and helicopter noise, the sounds of leaves rustling, and birdsong. As shown in Table 3, the measured sound pressure level ranged from approximately 53.9 dBA L_{eq} at ST3 to 73.9 dBA L_{eq} at ST2. Beyond the summarized information presented in Table 4.11-2, detailed noise measurement data is included in the technical noise report's Appendix A, Baseline Noise Measurement Field Data.

Table 4.11-2. Measured Baseline Outdoor Ambient Noise Levels

Site	Location/Address	Date/Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	Southern Cul-de-sac of Toopal Dr	2022-02-24, 12:00 PM to 12:15 PM	50.7	59.7
ST2	North of Eddy Jones Way	2022-02-24, 11:30 AM to 11:45 AM	73.9	91.6
ST3	West end of Alex Road	2022-02-24, 12:30 PM to 12:45 PM	53.9	70.2

Source: Appendix A of technical noise report.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels; ST = short-term noise measurement locations.

Generally, the measured samples of daytime L_{eq} are consistent with expectations: ST2L_{eq} values are above 70 dBA due largely to proximity to the Oceanside Municipal Airport. For example, an aircraft landing was observed during the ST2 measurement which resulted in an L_{max} level of 91.6 dBA. ST1, however, is further away from the airport and ST3 is behind residential walls north of the boundary of the proposed project and more distant from these sources of aircraft noise, which results in a substantially lower sampled L_{eq} value.

4.11.2 Regulatory Setting

Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2006). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL for new multifamily residences, hotels, and other attached residences.

Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 dBA CNEL be performed for affected multifamily structures and hotels that are exposed to exterior noise levels in excess of 60 dBA CNEL.

California Department of Health Services Guidelines

The California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies. Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA CNEL: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use and transient lodging
- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips PPV for assessing annoying vibration impacts to occupants of residential structures. Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility but tend to range between 0.2 ips and 0.3 ips PPV for typical residential structures, relative to older or historic structures and contemporary construction, respectively.

Local

City of Oceanside General Plan Noise Element

The Noise Element of the City of Oceanside (City) General Plan establishes target maximum noise levels in the City. The Noise Element provides the following limitations on construction noise (City of Oceanside 2002):

1. It should be unlawful for any person within any residential zone or 500 feet therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise levels of 50 dBA at any property line unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100 feet from the source.
3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

The Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

The Oceanside Noise Element outlines general goals, objectives, and noise policies as follows:

Goal:To minimize the effects of excessive noise in the City of Oceanside.

Objective: To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.

Policies:

- Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- Noise levels shall be considered in any change to the Land Use and Circulation Elements of the City's General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

In a manner similar to the state's land use planning guidelines, the City's Noise Element establishes an implementation recommendation (#5) that puts attention to the careful planning of future residents in areas "subjected to noise levels of 65 dBA or higher."

For interior noise, the Noise Element refers to the Title 24 noise insulation standard: 45 dBA CNEL as the maximum acceptable level for inhabited rooms when exterior noise levels are 60 dBA CNEL or more. This implies that if windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Transportation-Related Noise Standards

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.

For interior noise, the Noise Element also establishes 45 dBA CNEL as the maximum acceptable level for habitable rooms when exterior noise levels are 60 dBA CNEL or more. If windows and doors are required to be closed to meet this standard, mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Municipal Code (Noise Control Ordinance)

Chapter 38 of the Oceanside Municipal Code governs operational noise and contains the maximum one-hour average sound levels for various land uses for operational noise (Table 4.11-3) generated by sources within or affecting each land use zone. The Noise Ordinance sets an allowed level for single-family and medium-density residential areas to 50 dBA L_{eq} from 7:00 a.m. to 9:59 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. High density residential areas are limited to 55 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 50 dBA L_{eq} form 10:00 p.m. to

6:59 a.m. In commercial zones, noise generation is limited to 65 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 60 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. Where two land use zones abut one another, the more restrictive noise limit is enforced along the common boundary between the two land uses.

Table 4.11-3. City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels) [1]	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50 45	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
High Density, Residential Tourist	55 50	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Commercial	65 60	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Industrial	70 65	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Downtown	65 55	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Source: Appendix J
Note:
[1] 1-hour average sound level.

Construction activities are subject to Section 38.17 of the Noise Ordinance (City of Oceanside 2019), which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m.

Section 38.16 prohibits nuisance noise as recommended in the City's General Plan Noise Element. It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity.

City of Oceanside Engineering Manual

Construction noise in Oceanside is governed by the City Engineering Manual. Construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. However, Saturday construction is allowed by permit. More specifically, the City Engineering Manual (Engineers Design and Processing Manual Appendix Construction Guidelines and Requirements) states the following on pages 139 and 159:

- All operations conducted on the premises, including the warming up, repair, arrival, departure, or running of trucks, earthmoving equipment, construction equipment, and any other associated equipment shall be limited to the period between 7:00 a.m. and 6:00 p.m. each day, Monday through Friday, and no earthmoving or grading operations shall be conducted on the premises on Saturdays, Sundays or legal holidays, unless waived by the City Engineer.
- Hours of Operation: 7:00 am to 6:00 p.m. M-F; including equipment warm-up.

4.11.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to noise are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise would occur if the proposed project would:

1. 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?
2. Result in generation of excessive groundborne vibration or groundborne noise levels?
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such 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?

In light of these significance criteria, this analysis uses the following standards to evaluate potential noise and vibration impacts.

- Construction noise –The City's General Plan allows noise from construction equipment operation to be as high as 85 dBA at 100 feet from the source. Applying the principles of sound propagation for a point-type source, this level means 91 dBA at 50 feet, which is greater than the maximum sound levels of most operating construction equipment. However, the apparent proximity of existing residential receptors to the north of the proposed project site suggests that source-to-receiver distances could be as short as approximately 715 feet. Additionally, most construction equipment and vehicles on a project site do not operate continuously. Therefore, consistent with the FTA guidance mentioned in Section 4.11.2, Regulatory Setting, this analysis will use 80 dBA L_{eq} over an 8-hour period as the construction noise impact criterion during daytime hours (7:00 a.m. to 6:00 p.m.). If construction work were to occur outside these hours, the impact threshold would align with the City's General Plan requirement during such hours: no more than a 5 dBA increase over existing ambient noise levels.
- Off-site project-attributed transportation noise – For purposes for this analysis, a direct roadway noise impact would be considered significant if increases in roadway traffic noise levels attributed to the proposed project were greater than 3 dBA CNEL at an existing noise-sensitive land use.
- Off-site project-attributed operational noise – For purposes for this analysis, a noise impact would be considered significant if noise from any typical operation of heating, ventilation, air conditioning and other electro-mechanical systems, or any other activity associated with the proposed project operations exceeded 70 dBA hourly L_{eq} at the property line from 7:00 a.m. to 9:59 p.m., and 65 dBA hourly L_{eq} at the property line from 10:00 p.m. to 6:59 a.m. These are the City's thresholds for the industrial zone in which the project site and the adjoining properties to the east, and west of it are designated. Single-family residential homes exist approximately 600 feet north of the project. Any noise received from the project's operation would need to meet the City's 50 dBA hourly L_{eq} at the residential property line from 7:00 a.m. to 9:59 p.m., and 45 dBA hourly L_{eq} at the property line from 10:00 p.m. to 6:59 a.m.
- Construction vibration – Guidance from Caltrans indicates that occupants within a structure would consider a vibration velocity level of 0.2 ips PPV annoying (Caltrans 2013b). As for the receiving structure itself, Caltrans guidance identifies a vibration level of 0.3 ips PPV as the threshold for building damage risk to an older residential structure.

This analysis also evaluates compatibility of on-site noise exposure levels (e.g., from roadway traffic) with the City of Oceanside exterior and interior noise standards of 65 dBA CNEL and 45 dBA CNEL, respectively.

4.11.4 Impacts Analysis

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?

Short-Term Construction Noise

Construction noise and vibration are temporary, with emission levels varying 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, pavers, rollers, and air compressors. The typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment and activities anticipated for use on the proposed project site are presented in Table 4.11-4. The equipment noise levels presented in Table 4.11-4 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are 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 4.11-4. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
All Other Equipment > 5 HP	85
Backhoe	78
Compressor (air)	78
Concrete Saw	90
Crane	81
Dozer	82
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	72
Grader	85
Man Lift	75
Paver	77
Roller	80
Scraper	84
Welder / Torch	73

Source: DOT 2006.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels.

Aggregate noise emission from proposed project construction activities, broken down by sequential phase, was predicted at two evaluation distances to the nearest existing noise-sensitive receptor: 1) from the nearest position of the construction site boundary and 2) from the geographic center of the construction

site, which serves as the time-averaged location or geographic *acoustical centroid* of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from the quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the FTA guidance for construction noise assessment, when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. In this studied scenario, because of the equipment location uncertainty, all the equipment for a construction phase is evaluated as operating—on average—from the acoustical centroid position. Table 4.11-5 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the seven sequential construction phases. At the site boundary, this analysis conservatively assumes that all equipment of each listed type per phase will be involved in the construction activity for the full 8-hour period. For the acoustical centroid case, which intends to be a geographic average position for all equipment during the indicated phase, this analysis assumes that the equipment may be operating up to all 8 hours per day.

Table 4.11-5. Estimated Distances between Construction Activities and the Nearest Noise-sensitive Receptors

Construction Phase (and Equipment Types Involved)	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Site Preparation (dozer, front end loader)	600	1095
Grading (excavator, grader, dozer, scraper backhoe)	600	1095
Building construction (crane, man-lift, generator, backhoe, welder)	600	1095
Paving (paver, roller, concrete mixer truck)	600	1095
Architectural Coating (compressor)	600	1095

A Microsoft Excel–based noise prediction model using reference data from the Federal Highway Administration 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 Federal Highway Administration, 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 4.11-4), and the distance from the noise-sensitive receiver. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift. Conservatively, as those features would lower the noise levels at sensitive receptors, no topographical or structural shielding was assumed in the

modeling. The RCNM has default acoustical usage factor values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those acoustical usage factor values, which define durations of equipment operation at maximum noise level (L_{max}) intensity, were used for this noise analysis and is detailed in Appendix B, Construction Noise Modeling Input and Output, and produce the predicted results displayed in Table 4.11-6.

Table 4.11-6. Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Site Preparation (dozer, front end loader)	58.3	52.4
Grading (excavator, grader, dozer, scraper backhoe)	59.7	53.8
Building construction (crane, man-lift, generator, backhoe, welder)	49.9	44.1
Paving (paver, roller, concrete mixer truck)	53.6	47.7
Architectural Coating (compressor)	46.0	40.2

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.11-6, the highest estimated construction noise levels are predicted to stay below 60 dBA L_{eq} over an 8-hour period at the nearest existing residences on Tishmal Court (as close as 600 feet away) when grading activities take place near the northern project boundaries. Short-term construction noise would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of the FTA guidance of 80 dBA L_{eq} over an 8-hour period; impacts would be **less than significant**.

Long-Term Operational

Off-Site Traffic Noise Exposure

The proposed project would result in the creation of additional vehicle trips on local arterial roadways (i.e., Benet Road and Alex Road), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. Appendix H contains traffic volume data (average daily traffic) for Benet Road, Alex Road and Eddie Jones Way. In particular, the proposed project would create additional traffic along Benet Road, which according to the Local Traffic Study prepared for the proposed project (LOS Engineering 2023) would add 1530 total average daily trips adjacent to the project site.

According to Caltrans, a three-dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound, a five-dBA change is generally readily perceptible, and a 10-dBA increase is perceived by most people as a doubling of the existing noise level (Caltrans 2013a). Due to the existing and proposed urban setting of the project area, a readily perceptible change in noise (three dBA) would be the appropriate threshold to determine significant increases in traffic noise.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5 (FHWA 2004). Information used in the model included the roadway geometry, existing (year 2022), existing plus project, near-term (opening day) and near-term (opening day) plus project traffic volumes and posted traffic speeds. Noise levels were modeled at representative noise-sensitive receivers ST1 through ST3 as shown in Figure 3 of Appendix H. The receivers were modeled to be 5 feet above the local ground elevation. The noise model results are summarized in Table 4.11-7. Based on results of the model, implementation of the proposed project would not result in readily perceptible increases in traffic noise.

Table 4.11-7. Roadway Traffic Noise Modeling Results

Modeled Receiver No.	Existing (2022) Noise Level (dBA CNEL)	Existing with Project Noise Level (dBA CNEL)	Existing plus Cumulative Noise Level (dBA CNEL)	Existing plus Cumulative plus Project Noise Level (dBA CNEL)	Horizon (2050) without Project Noise Level (dBA CNEL)	Horizon (2050) with Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1	44.3	44.3	45.3	45.3	45.4	45.4	0.0
ST2	55.4	55.6	56.3	56.4	56.1	56.3	0.2
ST3	42.8	42.9	43.6	43.8	43.6	43.8	0.2

Source: Appendix C.
Notes: dBA = A-weighted decibel; CNEL = community noise equivalent level; dB = decibel.

Long-term operational noise from off-site traffic would not result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of the applicable standard identified above; impacts from increases in off-site traffic noise would be **less than significant**.

On-site Project Noise Emission

The proposed project features several types of onsite noise emission, including outdoor-exposed electromechanical equipment, low-speed passenger vehicle movements on the parking lots, loading dock activities (at which trucks may have engines idling for allowable periods of time), and intermittent low-speed truck travel from the loading dock areas to project site points of ingress and egress. The following subsections study and discuss these onsite noise emission sources separately, then assesses potential noise impact based on their acoustically combined noise level compared with relevant City standards.

Outdoor Mechanical Equipment

Based on their expected gross square footage and function, the proposed four (4) corner office areas are assumed herein to each be equipped with single-packaged rooftop heating, ventilation, and air-conditioning (HVAC) units with cooling capacity of 4 nominal tons (refrigeration). For the analysis of noise from this HVAC equipment operation, a Bryant BH16-048 HVAC unit (or comparable product from another supplier) was used as a reference for sound data. Based upon the project site plan, there would be one such HVAC unit for each of the four offices located within the proposed project (i.e., one office in each corner).

On the assumption that the proposed warehouse and manufacturing area would be served by a combination of HVAC systems providing adequate cooling load and minimum ventilation, for purposes of

this analysis an estimated 1,200 tons of refrigeration would be represented by air-cooled chillers distributed across the proposed building roof. This estimated tonnage figure relies on an industry-adopted cooling load calculation technique (Loren Cook 1998) with building gross square footage and interior function as input parameters. To meet this anticipated cooling load for the joint warehousing and manufacturing areas under roof, it is assumed thirteen (13) Daikin Trailblazer AGZ-E 90-ton units (or comparable equipment from an alternate supplier) with a combined total power level of 99 dBA would be spread across the roof and behind a short 3-foot parapet near the perimeter of the project building.

Available noise level data from the HVAC equipment manufacturers was used as prediction model inputs to determine aggregate noise emission levels generated by HVAC equipment serving the office and warehousing/manufacturing areas. The worst-case calculated noise levels at the nearest residential properties (to the north) and the property lines to south, east, and west are presented in Table 8. The calculations were conservatively performed to calculate the noise generated by the HVAC equipment at the closest distances between the proposed office locations and the adjacent property lines.

On-site Parking Lot Activity

An in-depth investigation of noise levels connected with surface parking areas was discussed in a study titled "Prediction of Parking Area Noise in Australian Conditions" (Nicol and Johnson 2011). The research discovered that the average noise levels in parking lots of comparable size, during periods of highest utilization (typically in the morning with the influx of commuters, and in the evening with their departure) had an A-weighted sound power level of 63 dBA L_{eq} for one parking movement per hour. This reference sound level would be increased by a decibel quantity to represent a quarter of the average 166 passenger vehicle counts per hour (per the traffic study) assuming an even split amongst the four parking lots surrounding the project building.

On-Site Truck Loading Dock/Truck Yard Activity

The proposed project will have 114 loading docks, with 67 on the south side and 47 on the north side. Using the traffic trip generation provided in the traffic study, an estimated average 5 peak hour truck trips on the north side and 8 peak hour truck trips on the south side every day of operation. Assuming a two-minute duration within an hour, the sound power level attributed to a single truck pass-by (i.e., low speed travel onsite) along a linear sound source route between the loading dock and the facility intersection at Eddy Jones Way and Alex Road has been defined as 83.5 dBA as supported by measurement surveys (CSM 2014). Additional report measurement data from the same noise study supports a calculated total sound power level of 88.9 dBA (hourly L_{eq}) for noise from a single active loading dock, including truck airbrakes, back-up alarm, idling before shutoff, ignition, and acceleration from stop.

Modeling Methodology

Using Datakustik CadnaA software, which has noise prediction algorithms based on the International Organization of Standardization Standard 9613-2, “Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation” (ISO 1996), sound propagation prediction of onsite sources was assumed to reflect the following conditions and parameters:

- Acoustical ground absorption coefficient is estimated to be 0.8, which represents a blend of hard reflective surfaces (e.g., parking area pavement, rooftop surface) on the project site and absorptive ground cover (e.g., grassy landscaping and natural terrain) offsite.

- Acoustical reflection order is set at one (1), to account for one sound path reflection when contact is made with a modeled building or other acoustically opaque surface or feature.
- Climate conditions are 68 degrees Fahrenheit, 70% relative humidity.

Please see Appendix D of the noise technical report for quantitative details of the inputs and outputs that form the basis of the following assessment presentations.

Combination of Onsite Operations Noise Emission

Table 4.11-8 presents predicted combined onsite noise emission levels from the preceding source types at two assessment locations: at the midpoint of the project's northern boundary, and at a representative distance from the project where existing residential land uses near the *cul de sacs* of Toopal Drive and Tishmal Court are encountered. The predicted aggregate noise levels shown are less than the presented applicable City standards; hence, long-term operational noise from onsite sources would not result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of applicable standards, and such potential environmental impacts would be **less than significant**.

Table 4.11-8. Combined Estimated Onsite Noise Emission to Community

Project Onsite Sources Included	Receiver Location	Receiving Land Use Zone	Predicted Noise Level (dBA hourly Leq)	Applicable Noise Standard[1] (Daytime [7 a.m. to 10 p.m.] /Nighttime [10 p.m. to 7 a.m.])	Applicable Noise Standard Exceeded?
Rooftop HVAC, Parking Lots, Truck Routes, Loading Docks	Northern Project Property Line	Industrial	52	70/65	No
	Nearest Sensitive Receptor[2]	Residential	41	50/45	No

Source: Appendix F.
Notes: HVAC = heating, ventilation and air conditioning; dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level.
[1] Equal to Base Ambient Noise Level + 5 dBA. [2] At southern edge of nearest existing homes on Toopal Drive or Tishmal Court.

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

Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities. Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 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.

Groundborne vibration attenuates rapidly, even over short distances. 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 northern project boundary (i.e., 600 feet from the nearest occupied property) the estimated vibration velocity level would be 0.003 ips per the equation as follows:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.003 = 0.089 * (25/600)^{1.5}$$

In the above equation, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source (the bulldozer), and D is the actual horizontal distance to the receiver. Therefore, at this predicted PPV, the impact of 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 the proposed project would yield levels of 0.003 ips, which do not surpass, or even approach, the excessive groundborne vibration threshold of 0.2 to 0.3 ips PPV for preventing damage to residential structures. Because the predicted vibration level at 600 feet is less than the threshold the project would not result in generation of excessive groundborne vibration. Project construction impacts are less than significant.

Once operational, the proposed project would not be expected to feature major producers of groundborne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. Nor would operation truck trips generated vibrations that would generate excessive groundborne vibration or noise. Accordingly, neither project construction nor operation would result in generation of excessive groundborne vibration or groundborne noise levels; potential vibration impacts would be **less than significant**.

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?

There are no private airstrips within the vicinity of the project site. The Oceanside Municipal Airport is located directly south of the property boundary. According to the Airport Land Use Compatibility Plan Exhibit IV-10, Compatibility Data Map: Noise, the project falls within both the 60 dB CNEL and 65 dB CNEL noise contours (San Diego County Regional Airport Authority 2010).

Baseline noise measurements taken on site revealed some instances where short-term measurements exceeded 73 dBA. However, it's crucial to note that these measurements are only samples and of short duration. A momentary 73 dBA measurement at a location doesn't necessarily indicate that the 65 dBA CNEL was exceeded. The actual noise impact depends on the frequency of such high-noise events within a 24-hour period, among other factors. It's worth noting that the 65 dBA CNEL impact significance criterion for aviation noise exposure is based on a 24-hour noise level. Furthermore, the high value of the short-term measurement was influenced by an airplane landing, an occasional event which contributed to the peak noise level.

The project does fall within the 60 dB and 65 dB CNEL contours as per the Airport Land Use Compatibility Plans (ALUCPs). However, the key areas of the building where people will be exposed are only within the 60 dB contour.

Despite these considerations, since the Project is zoned as and will be used for industrial purposes, there will be no exceedance in the City's applicable standards of 70 dB during the daytime hours and 65 dB during the nighttime hours due to airport operations for people working at the project. Although the project is located within an airport land use plan, the proposed project will not expose people residing or working in the project area to excessive noise levels. Consequently, the noise impacts would be less than significant.

4.11.5 Mitigation Measures

The proposed project would have less than significant impacts and no mitigation is required.

4.11.6 Level of Significance After Mitigation

Impacts related to noise as a result of project implementation would be **less than significant**.

SOURCE: SANGIS 2020, 2023

DUDEK

0 150 300 Feet

FIGURE 4.-11-1

Noise Measurement Locations

Eddie Jones Warehouse, Manufacturin & Distribution Facility

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4.12 Population and Housing

This section describes the existing population and housing in the City of Oceanside (City), identifies associated regulatory requirements, evaluates potential population and housing impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) on population and housing in the City.

4.12.1 Existing Conditions

The discussion herein provides background information regarding population and housing forecasts for the City based upon demographic information from the San Diego Association of Governments (SANDAG) and the City's Housing Element (2021–2029).

City of Oceanside

Population

The City is located in the northwestern-most part of San Diego County, which includes a total of 18 cities and unincorporated land and has a total population of 3,298,634 (USCB 2021). The City occupies approximately 42 square miles and had a population of 174,068 as of 2020 (USCB 2021). The City comprises approximately 5% of the population of San Diego County. Table 4.12-1 summarizes population growth within the City since 2000. As shown in Table 4.12-1, the City has maintained a relatively low level of population growth.

Table 4.12-1. Past Population Growth within Oceanside

Year	Population	Change	Percent Change
2000	160,905	N/A	N/A
2010	167,086	6,181	3.8
2015	175,691	8,605	5.2
2020	174,068	-1623	-0.9

Source: U.S. Census Bureau (USCB) 2000; USCB 2010; USCB 2020.

SANDAG projects that population growth will increase between 2016 and 2025 but will then slowly decrease back to the relatively low population growth that has been typical within the City during the last 20 years. SANDAG also forecasts the growth of jobs and housing, as shown in Table 4.12-2.

Table 4.12-2. Oceanside Regional Growth Forecast

	Years			
Factors	2016	2025	2035	2050
Population	176,461	183,541	183,541	187,728
Housing	66,200	69,725	72,246	74,913
Jobs	44,898	46,379	52,286	56,767

Source: SANDAG 2019a.

Housing

According to the California Department of Finance, the City had 66,283 housing units in January 2022. Table 4.12-3 provides a breakdown of housing units by type. A majority of the housing units are single family, which comprises approximately 64% of the total housing units, reflecting the City's suburban neighborhood character. Multifamily units make up approximately 31% of the total units, while mobile homes account for the remaining 5% of the City's total housing units.

Table 4.12-3. 2021 Housing Units in Oceanside by Type

Unit Type	Total Units	
	Number	Percentage
Single-family detached	35,524	52.16
Single-family attached	8,061	11.84
Multifamily (2–4 units)	5,944	8.73
Multifamily (5+ units)	15,332	22.51
Mobile home	3,203	4.71
Total	**68,064**	**100**

Source: California Department of Finance 2022.

Housing tenure (owner versus renter) is an important indicator of the housing market. Communities need an adequate supply of units available both for rent and owner occupancy in order to accommodate a range of households with varying income, family size, composition, and lifestyle. Just over half of the housing units in the City are owner occupied, with a total vacancy rate of 7% (City of Oceanside 2021). Per the City's Housing Element, the total housing growth need allocated to the City is 5,443 units. This total is distributed by income categories as follows: very low – 1,268 units (23%); low – 718 units (13%); moderate – 883 units (16%); and above moderate – 2,574 (47%).

State law requires quantification and analysis of existing and projected housing needs of extremely low-income (ELI) households. ELI is defined as less than 30% of area median income. The 2022 area median income for San Diego County was $106,900. For ELI households, this results in an income of $39,050 or less for a four-person household, when adjusted for high housing costs (County of San Diego 2022). Households with extremely low incomes have a variety of housing challenges and needs. According to Census Bureau American Community Survey estimates, as of 2021, approximately 8,970 ELI households resided in the City. Approximately 68% of ELI renter households had housing cost burden, and about 61% of ELI owners were cost burdened. Cost burden occurs when housing costs exceed 30% of gross household income. The projected housing need for ELI households is assumed to be 50% of the very low-income regional housing need of 1,268 units. As a result, the City has a projected need for 634 ELI units (City of Oceanside 2021).

The current Regional Housing Needs Assessment (adopted November 2019) identifies housing needs in each SANDAG jurisdiction and allocates a fair share of that need across the represented regional communities. The Regional Housing Needs Assessment indicates that the San Diego Region needs to supply a total of 171,685 housing units for the planning period between 2021 and 2029 (SANDAG 2019b). This total is distributed by income category, as shown in Table 4.12-4.

Table 4.12-4. San Diego Regional Housing Needs Assessment Allocation

Very Low	Low	Moderate	Above Moderate	Total
42,332	26,627	29,734	72,992	171,685
24.4%	15.5%	17.3%	42.5%	100.0%

Source: SANDAG 2019b.

The most recent Regional Housing Needs Assessment from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low, 718 low-income, 883 moderate, and 2,574 above-moderate income units (SANDAG 2020).

Employment

Employment and job growth have an influence on housing needs in the region and in the City. As shown in Table 4.12-5, about two-thirds of the population aged 16 and over were in the City's labor force in 2018.

Table 4.12-5. Labor Force in Oceanside

Labor Force Status	Persons	Percentage
Population 16 years old and over	142,187	100%
In labor force	91,921	65%
Civilian labor force	89,501	63%
Employed	83,950	59%
Unemployed	5,551	4%
Armed Forces	2,420	2%
Not in labor force	50,266	35%

Source: City of Oceanside 2021.

SANDAG's forecast of job growth for the City and the San Diego region from 2010 to 2050 estimates that the City's job growth is projected to be faster than growth projected in the San Diego region until 2035, at which point growth slows compared to the region. While growth was projected to be 17% between 2010 and 2020, it is projected to slow to 10% between 2020 and 2035 and to only 2% between 2035 and 2050 (City of Oceanside 2021).

Project Site

The proposed project site is 31.79 acres and consists of a vacant site with remnants of the previous industrial manufacturing building, which was vacated in summer 2021 and demolished in 2022. The project site is located in the Airport Neighborhood Planning Area of the City. The proposed project site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Rey River and recreational trail to the north, and vacant light industrial land to the east. The terminus of Alex Road also connects to the site at its northeast corner. The project site is approximately 900 feet north of the State Route 76 corridor.

The project site is zoned IL (Limited Industrial). The proposed project includes development of a new 566,905-square-foot warehouse and distribution facility on the 31.79-acre project site. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space, and 39,170 square feet of office area, designated as a single building that could support multitenant occupancies. Separate office areas (with ground-level and mezzanine-level space) are planned at all

four corners of the facility, with associated warehouse/industrial space, adjacent parking, and access areas to facilitate multiple users. Development of the proposed project would include associated landscaping, stormwater features, 590 employee/visitor parking spaces, 60 truck trailer parking stalls, and vehicle circulation area. Loading bays are proposed on the north and south sides of the building with a total of 114 truck terminals. Access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. Access to/from Alex Road would be limited to passenger vehicles, and heavy truck traffic would be limited to the Benet Road access point.

4.12.2 Regulatory Setting

State

California Government Code (Sections 65580-65590)

State law mandates local communities plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 65580-65590) requires each county and city to prepare a Housing Element as part of its General Plan. The Housing Element is one of seven state-mandated elements that every General Plan must contain; it is required to be updated every 5 to 8 years and must be determined to be legally adequate by the state. The purpose of the Housing Element is to identify the community's housing needs; state the community's goals and objectives with regards to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

Regional

San Diego Association of Governments

SANDAG is a public agency, composed of 18 cities and the County of San Diego, which builds strategic plans guiding the San Diego region in land use, growth, economics, and the environment. SANDAG also provides population and housing estimates for the region that inform regional planning and are based, in part, on local jurisdictional planning data.

The SANDAG Regional Comprehensive Plan, adopted in 2004, provides a long-term planning framework for the San Diego Region. The Regional Comprehensive Plan identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities that already have existing and planned infrastructure, and then toward connecting those communities with a variety of transportation choices.

In 2011, SANDAG approved the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included an SCS, consistent with Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board, as required by Senate Bill 375.

SANDAG is required to update its RTP every 4 years. In December 2021, SANDAG adopted the latest update to its RTP/SCS. SANDAG's 2021 RTP/SCS, known as the 2021 Regional Plan, builds upon SANDAG's 2019 RTP/SCS, known as the 2019 Federal Regional Transportation Plan.

The 2021 Regional Plan updates growth forecasts and is based on the most recent planning assumptions, including adopted land use plans, the City's General Plan, and other factors from the cities in the region and the County of San Diego. SANDAG's Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City's General Plan, and other local general plans, may change based on general plan amendments initiated by the jurisdiction or landowner applicants. The general plan amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, the latest forecasts from the SANDAG RTP/SCS of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because plans are not static, as reflected by the need for updates to SANDAG's RTP/SCS every 4 years.

San Diego Association of Governments Series 14 Regional Growth Forecast

The SANDAG Series 14 Regional Growth Forecast serves as the foundation for the 2021 Regional Plan and other planning documents across the region. This summary includes an overview of the regional demographic, economic, and housing trends expected over the next 34 years.

San Diego Association of Governments 6th Cycle Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development is mandated to determine the statewide housing need. In cooperation with the Department of Housing and Community Development, local governments and councils of government are charged with determining the city's or region's existing and projected housing need as a share of the statewide housing need.

Local

City of Oceanside General Plan

The state requires that each city draft and adopt a comprehensive General Plan that provides guidance for the city's growth and development. The General Plan includes various elements, such as the Housing Element, which provides development guidance for housing through facilitating the development of a variety of housing types, appropriately removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the City. The City revised its Housing Element in June 2021; the current version is applicable until April 15, 2029 (City of Oceanside 2021). The City's 2021–2029 Housing Element does not include any goals, objectives, or policies that are relevant to the proposed project, as the proposed project is an industrial development.

The Economic Development Element of the City's General Plan establishes goals and policies that inform future actions affecting the City's fiscal resources and the local economy. The Economic Development Element provides direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. The Economic Development Element includes goals and policies related to employment, housing, and population. Goals and policies applicable to the proposed industrial development include the following (City of Oceanside 2019):

Goal EDE-2d: Underutilized employment land will be efficiently and profitably repurposed

Policy EDE-2d-1: Identify underutilized and obsolete commercial and industrial properties with the greatest potential for redeveloping into more productive use to enhance the City's competitive position in the regional economy.

Policy EDE-2d-3: Explore opportunities to expand the City's industrial land inventory in response to projected future demand.

4.12.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to population and housing are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to population and housing would occur if the project would:

1. 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).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.12.4 Impacts Analysis

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

The project site is zoned IL (Limited Industrial), corresponding with the General Plan designation of Light Industrial (LI). The existing land use designation and zoning allows for a wide range of industrial uses, including warehouse, storage, and distribution facilities.

The proposed project includes development of a new 566,905-square-foot warehouse and distribution facility, which would have the potential to generate approximately 1,425 construction jobs and approximately 499 permanent jobs. As described in the City's General Plan Economic Development Element, although the City's employment base is increasing with expanding health care, industrial parks, hospitality, and other visitor-serving uses, as well as a number of regional retail venues, Oceanside continues to provide fewer job opportunities than most other cities in the region. Most of the City's working population is employed outside of the City, with an estimated 76% of Oceanside workers commuting to their jobs. While an increase in local employment opportunities would not necessarily reduce the percentage of Oceanside residents who commute elsewhere to work, an expanded employment base would augment the City's daytime population and thereby spur greater demand for local retail, restaurant, and service businesses during the traditional work week. Bringing a greater share of regional employment to Oceanside would invariably afford more options to the City's businesses, workers, and consumers (City of Oceanside 2019).

The City conducted an analysis of vacant and "underutilized" employment land to determine how the supply of employment land aligns with anticipated demand for new commercial and industrial uses. The analysis shows an ample supply of available commercial land but a deficit of available industrial land relative to projected demand over the 2018–2035 planning period (City of Oceanside 2019).

The proposed project is consistent with the underlying land use and zoning for the property. As outlined in Table 4.10-1 in Chapter 4.10 of this environmental impact report (EIR), project implementation would not conflict with any of the City's General Plan policies or goals, including growth patterns identified in the Housing Element. Because consistency with the General Plan was assumed in calculating growth and development projections for the 2021 Regional Plan, implementation of the project would result in planned growth and would not cause development in excess of that anticipated in local plans or increases in population/job growth beyond those contemplated by SANDAG.

Although the project would directly lead to additional employment growth within the City, the increase in population is accounted for in SANDAG's growth projections and would assist with the City's employment deficits. The project replaces the recently demolished, outdated, and vacant 172,300-square-foot industrial building with a modern industrial facility that complies with the General Plan and zoning requirements for an industrial development. The project would replace the industrial-related jobs from the previous industrial building on site and provide additional jobs. The project would not lead to indirect growth, as the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. The proposed project would utilize existing infrastructure, including roads and utility connections, from the previous development on site, and any new infrastructure would be developed specifically to serve the proposed project, as analyzed throughout this EIR. Therefore, the project would not induce substantial unplanned population growth, either directly or indirectly, in the developed area, and impacts would be **less than significant**.

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

There are no existing people or housing units at the project site. The previous use at the project site was not residential in nature and did not contain residential units. The previous building at the project site was an industrial building, which had been vacated and was subsequently demolished. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be **less than significant**.

4.12.5 Mitigation Measures

Impacts related to population and housing as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.12.6 Level of Significance After Mitigation

No substantial impacts related to population and housing were identified; therefore, no mitigation measures are required. Impacts related to population and housing would be **less than significant**.

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4.13 Public Services

This section describes the existing fire, police, schools, parks, and other public service facilities to accommodate an increase in demand, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) on public services in the City of Oceanside (City).

4.13.1 Existing Conditions

Fire Protection

The Oceanside Fire Department (OFD) provides fire protection services to the City. The OFD's mission is to meet and exceed community needs and expectations through the preservation and protection of life, property, and the environment. The OFD has eight stations that serve over 180,000 residents and visitors (approximately 175,000 residents and 5,000 visitors) over an area of 42 square miles. The OFD has a total of 115 full-time fire personnel, 34 full and part-time emergency medical technicians, 7 full-time lifeguard personnel, 76 part-time lifeguard personnel, and 8 support staff (OFD 2022). All truck and engine companies are staffed with a minimum of 1 company officer, 1 engineer, and 1 firefighter/paramedic. The Fire Operations Division also manages emergency medical service response, transport, and management. The following apparatus are in service full time (OFD 2022):

- Fire engines (8)
- Ambulances (6)
- Tiller truck (1)
- Type 3 brush engines (3)
- Type 6 brush engine (2)
- Water tender (1)
- Command vehicle (Battalion Chief) (1)
- Command and interoperability trailer (1)
- Incident support trailer (1)
- Mass casualty response vehicle (1)
- Confined space trailer (1)

The OFD has eight stations located throughout the City. Of these stations, the closest to the project site is Station 7 (3350 Mission Avenue), located approximately 0.7 miles southeast of the project site. Station 3 (3101 Oceanside Boulevard) is the second-closest station to the project site, located approximately 1.7 miles southeast of the project site (OFD 2022). As established by the Community Facilities Element of the City's General Plan, the City has the following standards for OFD facilities: (1) strive to maintain a 5-minute response time from fire stations to all developed areas within the City; (2) maintain staffing levels adequate to achieve a locally desirable Insurance Service Office rating; and (3) strive to maintain a maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas (City of Oceanside 2002).

The OFD calls for service in 2022–2023 (the most recent data available) were as follows:

- Total responses – 24,173
- Fire responses – 382

- Emergency medical service responses – 17,005
- Investigation/good intent – 3,517
- Service calls – 2,493
- Hazardous condition – 108
- False alarms – 749
- Other – 307

In addition to providing emergency response services, non-emergency functions are continually performed by the OFD, including fire investigations, plan checks for all new development, fire prevention inspections, and public education and informational programs (OFD 2022).

The City has automatic aid agreements with the neighboring cities of Carlsbad and Vista. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries. The fire stations located closest to the project site are OFD stations, but non-OFD fire stations may also be notified in the event of an emergency at the project site.

Police Protection

The Oceanside Police Department (Police Department) has an authorized budgeted strength of 2019 sworn officers and 115 professional staff members who serve a population of more than 175,000 residents (and 5,000 visitors) and handle approximately 110,000 calls for service each year (Oceanside Police Department 2022a). The Police Department consists of a Patrol Division, Traffic Unit, Harbor Police, School Safety Enhancement Team, Neighborhood Policing Team, Resource Team, Administrative/Front Desk Operations, and Senior Volunteer Patrol Program members. The Patrol Division is the largest division in the Police Department and consists of officers and field evidence technicians. Patrol officers are responsible for handling radio calls, taking crime reports, handling traffic enforcement, making arrests, resolving disputes, and preventing crime, while field evidence technicians process crime scenes, collect evidence, and take crime reports (Oceanside Police Department 2022b). The Police Department station is located at 3855 Mission Avenue, approximately 1.5 miles east of the project site.

According to the Community Facilities Element of the City's General Plan, the Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls (City of Oceanside 2002). Calls are categorized as Priority I if there is a reason to believe that an immediate threat to life exists; these calls require immediate response. Calls are categorized as Priority II if there is an immediate substantial risk of major property loss or damage; these calls also require immediate response (Citygate 2023). The analysis in the Independent Operational and Organizational Assessment of the Oceanside Police Department (February 2023), notes that 9 times out of 10, it takes 3.4 minutes or less to dispatch a police unit to a Priority I call. Travel time is 8.7 minutes or less, 90% of the time, for the first unit to arrive (Citygate 2023).

Schools

The Oceanside Unified School District (OUSD) provides education services to the western portion of the City where the project site is located. OUSD also provides K-12 educational services to approximately 16,600 students in the City. OUSD operates and maintains 12 elementary schools, 4 middle schools, 3 K-8 schools, 2 high schools, and 2 alternative schools (OUSD 2022).

Parks

The City maintains parks, recreational facilities, and community centers, including the beach, Buena Vista Lagoon, the San Luis Rey River, Calaveras Lake, Hosp Grove, golf courses, a dog park, skate parks, and trails. The City currently has approximately 642 acres of park land and approximately 155 acres of public-school-ground acreage (40% of the total school-ground acres), which are countable towards Oceanside's total park acreage, giving a total of approximately 797 acres of existing parkland. The City's parks and recreation facilities consist of 40 community and neighborhood parks, 1 regional park, 4 recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, John Landes Park & Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, 2 senior centers, 5 skateparks, and 3 pools. Other facilities include Oceanside's 3.5 miles of beach, the harbor, and the pier (City of Oceanside 2021a).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trial systems through the City. In addition, the City's Parks and Recreation Division has a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, and open space facilities and programs in order to meet the community's current and future needs through 2030. Goals of the Master Plan include a maximum 15-minute walk for residents to reach neighborhood parks or a 5-minute drive to reach community parks and special facilities (City of Oceanside 2019).

Other Public Facilities

The City operates two public library locations, The Civic Center Library on 330 North Coast Highway and Oceanside Public Library Mission Branch on 3861 Mission Avenue, as well as the READS Literacy Center and John Landes Community Center Library located at 804 Pier View Way (City of Oceanside 2022). The City's public libraries offer community access to materials beyond just books, including DVDs, CDs, audio books, eBooks, and children's books; public computers with internet access at both locations including available wi-fi; printing, faxing, scanning, and copying services; private study rooms; special collections containing local and state history and world languages; a dedicated teen area; and programs for all ages. Library staff consist of library administration, public services (librarians), and support services (City of Oceanside 2022).

4.13.2 Regulatory Setting

State

California Fire Code

The California Fire Code and the Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

Senate Bill 50 – Leroy F. Greene Schools Facilities Act of 1998

Senate Bill (SB) 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. Payment of school fees is required by SB 50 for all new residential development projects and is considered full and complete mitigation of any school impacts (Government Code section 65996). As required by SB 50, school impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from the

costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts. School impact fees and fees collected pursuant to SB 50 are collected at the time that building permits are issued.

California Education Code

Section 17620 of the California Education Code authorizes school districts to require construction projects within the boundaries of the districts to pay a fee used for funding construction or reconstruction of school facilities.

Local

City of Oceanside General Plan

Community Facilities Element

The City of Oceanside General Plan Community Facilities Element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The element outlines adequate service ratios and future planning policies by which OFD and the Police Department must abide (City of Oceanside 2002). The following policies are applicable to the project:

Policy 3.1: The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and service standards:

- A 5-minute response time from fire stations to all developed areas within the city of Oceanside
- Personnel staffing at a minimum of four people per company
- City maintaining staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas

Policy 3.5: Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors, and local streets.

Policy 3.10: In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire flow requirements.

Policy 4.3: The Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls.

City of Oceanside Municipal Code

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers all impact fees imposed by the City as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such

development, unless expressly exempted. Fees applicable to recreation include park fees imposed pursuant to Ordinance No. 91-10 and the park fees imposed pursuant to Article 40 of the zoning regulations (Ordinance No. 88-22, as amended).

Chapter 32C – Public Facility Fee

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the Community Facilities Element of the General Plan. Public facilities shall include all governmental facilities specified in the adopted elements of the City's General Plan, including the Community Facilities Element, or such facilities contained in the City's 5-year Capital Improvement Program. Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the City, permit applicants shall pay any fees established for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. Fees are set by city council resolution.

4.13.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G, a significant impact related to public services would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- Fire protection
- Police protection
- Schools
- Parks
- Other public facilities

4.13.4 Impacts Analysis

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?

The project site previously consisted of a vacant, 172,300-square-foot industrial manufacturing building prior to demolition in 2022. The project would involve redevelopment of the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Implementation of the project could result in an increase in demand on OFD as a result of new operational industrial development at the project site. However, the project site had been previously developed and is located within a highly developed area of the City that already receives fire protection services. Additionally, as described in Section 4.12 of this environmental impact report (EIR),

Population and Housing, the project would introduce approximately 1,425 construction-related jobs and approximately 499 permanent jobs on site.

The project is expected to employ ~~590~~ approximately 499 permanent workers. A population of ~~590~~ 499 would generate approximately 71 calls per year[1] if they were associated with a residential development (i.e., full-time population). As a conservative approach, this analysis ignores the overnight depopulation and focuses on the absence of workers on weekends. Subtracting the 104 weekend days from 365 total days, there are people on site 261 days per year. This represents 72% of the year. Discounting the 71 calls per year generated from a full-time population by 28% results in a projected 51 calls per year, most of which are expected to be medical-related calls, consistent with typical emergency call statistics. Further discounting this number based on the 8 hours per day (overnight) that workers would not be on site results in a total anticipated annual call volume of 34. However, the proposed building would be equipped with a fire alarm system, which could affect false alarm calls, adding to the anticipated annual call volume as a result of the project.

The closest OFD fire station, Station 7, currently responds to roughly seven calls per day (2,600 calls per year) in its primary service area. This is a moderately busy fire station, and adding calls could cumulatively create an impact and result in longer response times or stacked calls requiring assistance from more distant fire stations. As the total number of occupants at the site increases, so does vehicle traffic. The anticipated employee vehicles and commercial delivery trucks at the site would add to the overall amount of traffic flow, resulting in a potential increase in traffic collisions and a consequent additional demand on emergency services. However, it is anticipated that the project's contributions to fire service and availability fees through property taxes and/or other avenues would provide the funding needed to augment service capabilities such that an impact is not experienced. Despite the current busy call load, an addition of approximately 34 calls per year, or 1 call per 11 days, is not expected to significantly impact service level requirements. The increase of approximately ~~590~~ 499 workers at the project site is not expected to result in a substantial increase in service calls to the OFD in comparison to the previous development on the project site, considering none of the workers would reside on site.

As described above, the OFD has eight firehouses located throughout the City. Of these stations, the closest to the project site is Station 7 (3250 Mission Avenue), located approximately 0.7 miles southeast of the project site. Station 3 (3101 Oceanside Boulevard), the second-closest station to the project site, is located approximately 1.75 miles southeast of the project site (OFD 2022). In addition to the City's eight fire stations, the City has an automatic aid agreement with the neighboring cities of Carlsbad and Vista. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries.

As demonstrated in Appendix K, Fire Response Technical Memorandum, OFD Station 7 would arrive at the project's entrances in less than 2 minutes and can reach all portions of the project in under 3 minutes travel time (4 to 5 minutes total response time). This analysis indicates that the first arriving paramedic engine and ambulance from Station 7 can respond within OFD's 5-minute total response goal to an estimated 100% of the project site.

The City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds towards capital improvements for public

[1] The approximately 71 calls per year is a conservative approach based on the Fire Response Technical Memorandum (Appendix K to the EIR), which had analyzed approximately 590 permanent jobs.

services, including fire and emergency services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements.

Therefore, while development of the project site would place a slight increase in demand on fire protection services in comparison to existing conditions, it is not anticipated that the project would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities; the project would be adequately served by existing fire stations. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Project impacts would be **less than significant**.

Police Protection?

The project site previously consisted of a 172,300-square-foot industrial manufacturing building prior to demolition in 2022. The project would redevelop the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Implementation of the project could result in an increase in demand for police protection services as a result of a larger operational industrial development at the project site. However, similar to fire protection, the project site been previously developed and is located within a highly developed area of the City that already receives police protection services. Additionally, as described in Section 4.12 of this EIR, Population and Housing, project implementation would result in an increase of approximately ~~590~~ 499 employees at the project site. As the project is consistent with the zoning and land use designation of the project site, this increase to the number of people on site has been accounted for in the City's General Plan. The increase of approximately ~~590~~ 499 employees at the project site is not expected to result in a substantial increase of service calls to the Police Department, as none of the workers would reside on site, and the proposed building would include private security services.

The Police Department includes 228 sworn officers and 84 professional staff members who serve a population of more than 175,000 residents (and 5,000 visitors) and handle approximately 110,000 calls for service each year (Oceanside Police Department 2022a). The Police Department station is located at 3855 Mission Avenue, located approximately 2.7 miles east of the project site.

Additionally, as described above, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds towards capital improvements for public services, including police services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements.

Therefore, while development of the project site would place a slight increase in demand on police protection services, it is not anticipated that the project would result in the need for construction or expansion of existing police facilities to accommodate new police personnel or equipment. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant**.

Schools?

The project site previously consisted of a 172,300-square-foot industrial manufacturing building prior to demolition in 2022. The project would redevelop the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Due to the nature of the project, no people would reside on site; however, a minimal number of new students would be generated with the increase in employment on site as shown in Table 4.13-1 below.

Table 4.13-1. Potential Student Yield for the Project

Proposed Units	Student Yield Factor			Students Yielded by Project		
	Elementary School	Middle School	High School	Elementary School	Middle School	High School
164	0.0042	0.0021	0.0031	3	1	2

Source: City of Oceanside 2022.

While the project is not residential in nature, it would introduce approximately 6 students into OUSD. Thus, the project applicant would be subject to City development impact fees, as applicable, and applicable OUSD development impact fees. Developer fees allow school districts to impose mitigation fees on new development as a method of addressing increased enrollment. SB 50 establishes that the fees imposed by school districts constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development project. Such payment shall provide "full and complete mitigation of the impacts of any legislative or adjudicative act … on the provision of adequate school facilities" (Government Code Section 65995[h]).

Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for school facilities. Project-related impacts to schools would be **less than significant**.

Parks?

The project site previously consisted of a 172,300-square-foot-industrial manufacturing building prior to demolition in 2022. The project would redevelop the site with a 566,905-square-foot warehouse and distribution facility. The project is consistent with the underlying industrial zoning and General Plan land use designation. Due to the project being industrial in nature, the project would not result in residents on site that would utilize City parks, nor would the project be required to provide recreational facilities on site. As described in Section 5.0 of this EIR, Effects Not Found to be Significant, project implementation would result in less-than-significant impacts to recreational facilities within the City. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for park facilities. Project-related park impacts would be **less-than-significant**.

Other Public Facilities?

As described above, the City operates two public library locations, The Civic Center Library on 330 North Coast Highway and Oceanside Public Library Mission Branch on 3861 Mission Avenue, as well as the READS Literacy Center and John Landes Community Center Library located at 804 Pier View Way No. 101 (City of Oceanside 2022). The Oceanside Public Library Mission Branch is located approximately 1.65 miles east of the project site. Due to the industrial nature of the project, the project would not introduce any residents to the project site. Furthermore, payment of development impact fees, as applicable, in accordance with Municipal Code Chapters 32B and 32C would address the need for additional public services generated by new development. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library facilities. Project-related impacts on library facilities would be **less than significant**.

4.13.5 Mitigation Measures

Impacts related to public services as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.13.6 Level of Significance After Mitigation

No substantial impacts related to public services were identified; therefore, no mitigation measures are required. Impacts related to recreation would be **less than significant**.

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4.14 Traffic and Circulation

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (proposed project) in the City of Oceanside (City). The following analysis is based on Vehicles Miles Traveled Analysis and the Local Transportation Study that were prepared for the proposed project by LOS Engineering, Inc. in April 2022 and August 2023, respectively. The Local Transportation Study is included as Appendix I to this environmental impact report (EIR), and the Vehicle Miles Traveled Analysis is included as Appendix J to this EIR.

4.14.1 Existing Conditions

The 31.79-acre project site consists of three parcels located within in the central western portion of the City of Oceanside (City), in the northwestern portion of San Diego County (Figure 2-1, Project Location). The project site is approximately 900 feet north of State Route (SR-) 76. The site is bound by the Oceanside Municipal Airport to the south, Benet Road to the west, the San Luis Ray River and recreational trail to the north, and vacant light industrial land to the east. Eddie Jones Way extends west from Benet Road providing vehicle access in the southwest corner of the site. The site also connects to the terminus of Alex Road in the northeast corner.

4.14.1.1 Methodology

Vehicle Miles Traveled Approach and Methodology

A Vehicle Miles Traveled (VMT) assessment for the project was conducted. This assessment utilizes methodologies presented within the Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of Senate Bill (SB) 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from Level of Service (LOS) and vehicular delay to VMT. VMT analyses are required in all California Environmental Quality Act (CEQA) documents as of July 1, 2020 and performed in the City in accordance with the adopted Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment, August 2020 (Traffic Guidelines).

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT (and VMT per capita or VMT per employee) is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts.

The Traffic Guidelines utilize the Institute of Transportation Engineers (ITE) San Diego Regional Guidelines (May 2019) to establish thresholds and a methodology for VMT analysis. A VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 average daily trips (ADT). As the project will generate more than 1,000 ADT, the City required preparation of the VMT analysis described below and attached to this EIR.

4.14.1.3 Existing Transportation System

Existing Roadway Circulation System

The following is a description of the existing Circulation Element street network in the study area. The roadway classifications are based on field observations and the Oceanside Circulation Element.

Benet Road is classified as a 2-lane Secondary Collector from Eddie Jones Way to SR-76. This segment of Benet Rd is currently built as a 2-lane undivided roadway with a 45 MPH posted speed limit. This section of Benet Rd is generally constructed with 40 feet of pavement and two 12-foot travel lanes in each direction. There are striped Class II bike lanes on each side of the roadway. There is one no parking sign posted on the east side of the roadway north of Eddie Jones Way. There is a sidewalk on the west side of the roadway from the bridge over the San Luis Rey River down to Eddie Jones Way and no sidewalk from Eddie Jones Way down to SR-76. There is no sidewalk on the east side of the roadway from the bridge over the San Luis Rey River down to Eddie Jones Way while there is a sidewalk from Eddie Jones Way down to SR-76. The existing sidewalks are approximately 5 feet in width. There are unsignalized intersections along this segment with stop control on the minor street.

Foussat Road is classified as a 2-lane *Secondary Collector* from Alex Rd to SR-76. This segment of Foussat Rd is currently built as a 2-lane undivided roadway near Alex Rd and widens closer to SR-76 with additional lanes at the intersection. The pavement width varies from approximately 57 feet just south of Alex Road to approximately 125 feet just north of SR-76. There are no sidewalks on either side of this roadway. There are no posted speed limit signs along this segment between Alex Rd and SR-76. There are no parking signs posted on Foussat Rd just north of Alex Rd. There is one unsignalized intersection (Alex Rd) along this segment with stop control on the minor street.

SR-76 is classified as an *Expressway* and is currently built as a divided roadway with a center concrete barrier and a posted 55 Miles per Hour (MPH) speed limit. From I-5 to Loretta St, SR-76 is constructed as a 5-lane divided roadway with 3 eastbound travel lanes and 2 westbound travel lanes within approximately 115 feet of pavement. From Loretta St to Foussat Rd, SR-76 is constructed as a 4-lane divided roadway within approximately 100 feet of pavement. All of the intersecting streets along this segment have signalized traffic control. There are no sidewalks along this section of SR-76.

Existing Bicycle Network

As identified by the California Department of Transportation (Caltrans), the following classes are used to identify bicycle facilities within the City of Oceanside:

Class I Bike Paths are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

Class II Bike Lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage.

Class III Bike Routes are marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping areas. These routes share the right-of-way with on-road vehicles.

Benet Road along the project frontage has an existing Class II bike lane, and the San Luis Rey River Trail (near the project site) has an existing Class I bike lane, as shown in the City Bicycle Master Plan Update (2017).

Existing Transit Conditions

The closest transit service to project site is provided by the North County Transit District (NCTD), which operates 12 bus routes in Oceanside. The closest bust stop to the project site is Route 303, which stops at the intersection of Foussat Road and Mission Avenue, approximately 4,300 feet walking distance from the project site via Alex Road.

4.14.2 Regulatory Setting

State

California Department of Transportation

Caltrans is the primary state agency responsible for the state transportation system. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and LOS at such facilities, Caltrans may recommend measures to mitigate the traffic impacts.

Assembly Bill 1358 – California Complete Streets Act of 2008

The California Complete Streets Act of 2008 (Assembly Bill 1358) requires circulation elements as of January 1, 2011 to accommodate the transportation system from a multi-modal perspective, including public transit, walking and biking, which have traditionally been marginalized in comparison to autos in contemporary American urban planning.

Senate Bill 743, California Environmental Quality Act Guidelines Update

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including Guidelines Section 15063.4, which implements SB 743. SB 743 required new metrics for analyzing transportation impacts under CEQA to provide an alternative to LOS. Measurements of transportation impacts may include VMT, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. In most cases, a project's effect on automobile delay will no longer constitute a significant environmental impact.[1]

The justification for this paradigm shift is that when significant impacts are identified under LOS and delay-based analyses, the mitigation is often to provide road improvements, which increase roadway capacity that inherently accommodates more vehicular traffic, resulting in additional greenhouse gas emissions. By contrast, under a VMT-based analysis, mitigation typically takes the form of strategies to reduce rather than accommodate traffic, thereby reducing vehicle emissions. Lead agencies were required to transition to the guidelines and establish VMT thresholds for transportation impacts no later than July 1, 2020.

[1] SB 743 also amends congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas (Governor's Office of Planning and Research 2019).

Local

City of Oceanside General Plan Circulation Element and Master Transportation Roadway Plan

As required by state law, the City has included and adopted a Master Transportation Roadway Plan as part of its General Plan. The Master Transportation Roadway Plan, a subsection of the Circulation Element, creates and addresses goals and policies as they relate to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). Applicable General Plan goals and their corresponding policies are analyzed in Table 4.10-1 in Section 4.10 of this EIR.

SANDAG's San Diego Forward: The Regional Plan

SANDAG's San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021).

Congestion Management Program

The 2008 Congestion Management Program for San Diego County was developed to meet the requirements of Section 65089 of the California Government Code. Since that time, the local agencies within San Diego County elected to opt out of the Congestion Management Program requirements, as allowed within the Government Code. As such, there are no Congestion Management Program-specific requirements associated with this project. However, to ensure the region's continued compliance with the federal congestion management process, SANDAG has prepared The Regional Plan in compliance with Federal requirements to prepare a Regional Transportation Plan. The Regional Plan incorporates performance monitoring and measurement of the regional transportation system, multimodal alternatives to single-occupancy vehicles, land use impact analysis, congestion management tools, and Integration with the Regional Transportation Improvement Program process.

Transportation Demand Management

As part of the City's Climate Action Plan/CAP Consistency Checklist, and in an effort to reduce greenhouse gas emissions associated with single-occupancy vehicle (SOV) trips, the City requires that new non-residential development generating more than 50 daily vehicle trips prepare and implement a transportation demand

management (TDM) plan that reduces SOV commute trips by at least 10 percent. Rather than prescribing TDM measures, the City allows applicants to select measures best suited to their workforce, operations, and project site. Applicants can utilize off-the-shelf TDM resources (e.g., SANDAG's Mobility Management Toolbox) or work with a qualified transportation consultant to choose preferred measures, calculate estimated trip reduction, and develop a monitoring and reporting program. The project would be required to comply with the TDM standards detailed in Section 3050 of the City's Zoning Ordinance.

City of Oceanside General Plan – Circulation Element

The City's General Plan contains a Circulation Element that is intended to guide the development of the local circulation system in a manner that is compatible with the General Plan Land Use Element. The City's Circulation Element (City of Oceanside 2012) includes an objective to: "Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods." To help meet traffic demands and achieve balanced growth, the City has the following goals related to traffic:

- A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment;
- Alternative modes of transportation to reduce the dependence on the automobile;
- Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow;
- A citywide transportation system that integrates with the regional transportation system; and
- A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.

City of Oceanside Bicycle Master Plan

The City created a Bicycle Master Plan which was approved in December 2008 and updated in 2017. The Oceanside Bicycle Master Plan is included as a sub-element of the City's General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan intends to establish facilities for the City's bikeway system that could integrate with the existing San Diego County bikeway system and maximize efficiency between mass transit and bikeways. The City of Oceanside developed the following goal categories to create fundamental criteria for the City's bikeway system, including: (1) Popular, (2) Systemic, (3) Destination-Oriented, (4) Safe, (5) Designed to Standards, (6) Maintained, (7) Minimize Liability Exposure, (8) Minimize Cost, (9) Environmentally Sensitive, and (10) Educational (City of Oceanside 2017).

City of Oceanside Pedestrian Master Plan

The City created a Pedestrian Master Plan which was approved in November 2009. The Pedestrian Master Plan is intended to guide how the city plans and implements pedestrian projects. The goals of the Pedestrian Master Plan aim to improve safety, walkability, connectivity, accessibility, alternative transportation, neighborhood quality, and funding. The plan identifies and prioritizes pedestrian projects based on technical analysis and community input.

4.14.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur if the proposed project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

4.14.4 Impacts Analysis

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

The multi-modal consistency analysis is based on consistency with the General Plan Circulation Element. The Circulation Element goals and polices are aimed at incorporating complete streets throughout the Oceanside transportation network that serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit. If the project does not comply with an aspect of the Circulation Element, then further review would be necessary to determine if a potential physical significant impact would result. The following analysis also addresses the project's consistency with the City's Pedestrian Master Plan and Bicycle Master Plan.

Roadway Facilities

The City's Circulation Element (City of Oceanside 2012) includes an objective to: "Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods." As demonstrated in Appendix I, the proposed project would contribute traffic to a failing intersection (SR-76/Benet Road) under several scenarios. Since the project alone would not result in the intersection failing below LOS D, the project proposes a fair share payment of 8.5% towards the provisions of converting the existing eastbound and westbound right turn lanes to a combination through-right lane in the eastbound and westbound direction resulting in three through lanes in each direction. The fair share payment would be paid to the City's Thoroughfare and Signal Account. The funds would be used at the City's discretion for projects that would improve traffic safety and mobility in the City. The fair share contribution would be paid in full prior to issuance of any permit for any phase of the project. Payment of the fair share would satisfy the project's offsite improvement obligations. Payment of the fair share would ensure the project would not conflict with a program, plan, or ordinance addressing roadway facilities.

Pedestrian Facilities

The analysis of pedestrian facilities consisted of documenting pedestrian infrastructure available including any opportunities or deficiencies such as path obstructions, or missing sidewalk from the project access

points extending to the nearest intersection with a classified roadway, or to a connection with a Class I path. Alex Road from Foussat Road to the westerly cul-de-sac terminus does not have sidewalks on either side of the roadway. Existing and future project access will be from this cul-de-sac. As part of the project, a sidewalk will be constructed from the project access on Alex Road north to the San Luis Rey River Trail (approximately 50 feet).

Benet Road from San Luis Rey River Trail to Eddie Jones Way has a contiguous sidewalk on the west side of the roadway and no sidewalk on the east side of the roadway. From Eddie Jones Way to SR-76, Benet Road has no sidewalk on the west side of the roadway but has a contiguous sidewalk on the east side of the roadway. There were no major sidewalk obstructions observed along the sections that have sidewalks. Also as part of the project, a sidewalk will be constructed along the project frontage on Benet Road from Eddie Jones Way north to the San Luis Rey River access path (approximately 600 feet).

The proposed sidewalk improvements would be consistent with the General Plan Circulation Element goal of providing alternative modes of transportation to reduce the dependence on automobiles. The proposed improvements would also provide increase walkability, connectivity, and accessibility consistent with the goals of the City's Pedestrian Master Plan. The proposed project would not conflict with a program, plan, ordinance, or policy addressing pedestrian facilities.

Bicycle Facilities

Per direction in the Traffic Guidelines, the bicycle analysis consists of documenting bicycle infrastructure available including any opportunities or deficiencies such as bike lanes, bike buffers, or bike boxes from the project access points extending in each direction to the nearest intersection with a classified roadway or connection with a Class I path. There is currently a Class II bike land along Benet Road, and a Class I bike path at the San Luis Rey River Trail. Both facilities are identified in the City's Bicycle Master Plan (City of Oceanside 2017). No deficiencies were observed on the bike lanes or bike path; therefore, no improvements are proposed. The proposed project would not conflict with a program, plan, ordinance, or policy addressing bicycle facilities.

Transit Facilities

The closest NCTD bus route is Bus Route 303, which stops at the intersection of Foussat Road and Mission Avenue and is located approximately 4,300 feet from the project site via Alex Road. Bus Route 303 operates Monday through Friday from approximately 4:30 AM to 11:00 PM, and Saturday and Sunday from approximately 6:00 AM to 11:00 PM. Off-peak service frequency is every 15 to 30 minutes, and peak hour service frequency is every 15 minutes. Per the Traffic Guidelines, since the existing bus stop is greater than 0.5 mile from the project site, the condition of the bus stop amenities are not required to be documented. No transit improvements are proposed or required as part of the project. The proposed project would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

Construction Traffic

Construction traffic would include, without limitation, haul trips, deliveries, and workers based on the different construction phases. Hours of construction would adhere to the City's permitted hours for construction operation. Construction-related traffic would access the project site via the project driveways on Benet Road and Alex Road; however, construction trucks would only use the project driveway on Benet

Road. Construction parking would occur on-site. Project construction is estimated to last 12 months, with two specific construction phases including grading and building. The grading phase would have up to 10 daily workers and up to 30 daily haul trucks resulting in 140 construction truck ADT during the grading phase over a period of approximately 2 months. The building phase is estimated to have up to 280 daily workers and up to 109 daily vendors/deliveries resulting in 436 truck ADT. The combined worker and truck ADT results in a total of 996 construction ADT during the building phase over a period of approximately 5-6 months (Appendix I).

As shown in Table 9 of Appendix I (Project Construction Traffic Generation), the highest number of construction workers, deliveries and haul trips occur during the building phase and are forecasted at 996 ADT, 38 AM peak hour trips, and 38 PM peak hour trips. The ADT, AM, and PM peak hour construction trips are less than what was analyzed for the project operations; therefore, the construction trips are within the scope of the project operations peak hour impact analysis and no further construction peak hour analysis is necessary (Appendix I).

Construction of the proposed project would have the potential to create temporary traffic impacts by the generation of construction-related traffic (construction workers, and vendor and haul trucks) to and from the project site; however, traffic generated by the construction phase would be removed from the street network once the project is completed. Most of the construction activities would occur on the project site, with the exception of the new sidewalk segments. For any potential construction related activities in the public right-of-way during the construction period, applicable City regulations and policies require two-way traffic to be maintained. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing traffic from construction activities.

Overall, the project would be developed in accordance with the City's General Plan Circulation Element, and all applicable regulations outlined in Section 4.14.2 above. The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system and impacts would be **less than significant**.

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

A VMT assessment was conducted to determine the traffic impacts for the project. The Traffic Guidelines utilize the Institute of Transportation Engineers (ITE) San Diego Regional Guidelines (May 2019) to establish thresholds and a methodology for VMT analysis. A VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 average daily trips (ADT).

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates were calculated using the Institute of Transportation Engineers (ITE) 11th Edition Trip Generation. As shown in Table 8 of Appendix I, the project would generate 1,530 daily trips, 161 Am peak hour trips (119 inbound and 41 outbound), and 175 PM peak hour trips (54 inbound and 121 outbound). Per the City of Oceanside Guidelines, a project that generates more than 1,000 ADT requires a VMT analysis.

The significance determination for a VMT impact for an industrial project is based on an "Employee VMT" metric. A project with an Employee VMT of at least 15% below the regional average (i.e., 85% of the regional average) is less than significant. The City's VMT Guidelines require use of the most recent version of the SANDAG SB 743 Concept Map to determine the Employee VMT at the census tract level for projects under 2,400 ADT, which is the case for the proposed project. According to the most recent SANDAG map (2016),

the Employee VMT by Census Tract for the project location is 87.9% of the regional average, which exceeds the VMT threshold by 2.9%. However, the project would implement **MM-TRA-1**, a Voluntary Employer Commute Program which would result in a VMT reduction of 6.2%. Accordingly, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision b with implementation of **MM-TRA-1.** Prior to implementation of MM-TRA-1 impacts would be **potentially significant**.

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

To determine impacts related to hazards due to a geometric design feature and emergency access adequacy, a review of compliance with the City's roadway and emergency access standards is utilized. If a feature does not comply with the standards, then further review is necessary to determine if a potential hazard or inadequate emergency access would occur.

Primary access to the project site is currently provided via Alex Road on the east side of the project site, with a secondary access point to Benet Road on the west. These access points would be improved to full commercial driveway standards and maintained with the proposed project. Tractor/trailer/truck ingress/egress would be designated for and limited to the Benet Road access drive. Internal circulation through the project site would consist of a system of vehicular drives and pedestrian walkways providing access around the entire building and serving parking areas throughout the site.

The project does not propose any new geometric design features to the transportation system, such as sharp curves or dangerous intersections, that could result in the potential for substantially increased hazards. Additionally, final project plans would be subject to City review to ensure adequate access points and mobility consistent with City roadway regulations and standards. For these reasons, the project would not substantially increase hazards due to a geometric design feature or incompatible uses and impacts would be **less than significant**.

Would the project result in inadequate emergency access?

Primary access to the project site is currently provided via Alex Road on the east side of the project site, with a secondary access point to Benet Road on the west. Drives surrounding the building are designed to provide 28 -foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. A 35-foot-wide fire lane is also designed to surround the building per OFD requirements. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to comply with applicable regulatory standards. The proposed project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project or any surrounding areas. During the proposed sidewalk improvements to Alex Road and Benet Road, the project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer.

The project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access. Final site plans for the project would be subject to review by the Oceanside Fire Department and other City staff for consistency with the plans that are the subject of this

EIR and applicable regulatory requirements, prior to project development. Therefore, the proposed project would not result in inadequate emergency access and impacts would be **less than significant**.

4.14.5 Mitigation Measures

As discussed above, the proposed project exceeds the VMT threshold by 2.9% and the project would require mitigation. The following mitigation measures are proposed in order to reduce these impacts:

MM-TRA-1: The project applicant will be required to implement a Voluntary Employer Commute Program in order to reduce trips. The program may include a carpool or vanpool system, subsidized or discount transit passes, bike amenities, commute trip reduction marketing, and/or preferential parking permit program. This mitigation measure would result in a VMT reduction of 6.2%.

4.14.6 Level of Significance After Mitigation

MM-TRA-1 would result in a VMT reduction of 6.2%, thus making the VMT impact 81.7% and below the regional average of 85%. Therefore, impacts related to traffic and circulation would be **less than significant**

4.15 Tribal Cultural Resources

This section describes the existing setting for Tribal Cultural Resources (TCRs), identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (proposed project or project). This analysis is based on the Negative Cultural Resources Phase I Inventory Report for the Eddie Jones Industrial Way project prepared for the proposed project by Dudek in March 2022 (Appendix D-1) and Assembly Bill (AB) 52 consultation between the City of Oceanside (City) and interested tribes.

4.15.1 Existing Conditions

The approximately 31.79-acre project site is currently a disturbed property that previously consisted of a 172,300-square-foot industrial manufacturing building and associated improvements, including parking areas, ancillary infrastructure, and the Eddie Jones Way roadway. The building was demolished in 2022. The cultural study area includes the entire 31.79-acre property and is referred to herein as the area of potential effect (APE). As described in Section 4.4, Cultural Resources, of this environmental impact report (EIR), the APE also presently consists of vacant but disturbed land in the northern and western portions of the site. The undeveloped areas support informal dirt pedestrian pathways and small shade structures and are vegetated with grasses, shrubs, and trees. In general, the property has been impacted by prior grading and construction associated with the previous industrial building and piecemeal improvements that were implemented since the site's original development in the 1960s.

South Coastal Information Center Records Search Results

As described in Section 4.4 of this EIR, a records search of the project APE and the surrounding 1-mile radius around the project was conducted by Dudek staff at the South Coastal Information Center (SCIC) to identify previously discovered archaeological sites in the project area, and a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) to list potentially sacred or ceremonial sites or landforms on or near the project site. In addition to a review of previously prepared site records and reports, the records search also involved review of historical maps of the project site and vicinity; ethnographies; the National Register of Historic Places (NRHP); the Office of Historical Preservation Built Environmental Resources Directory; land patent records, held by the Bureau of Land Management and accessible through the Bureau of Land Management's General Land Office website, were also reviewed for pertinent project information.

The SCIC records search did not identify any previously recorded cultural resources within the project APE. The records search did identify 33 cultural resources and three historic addresses within the 1-mile search radius of the project APE. Of the total 33 resources identified in the 1-mile buffer, 23 are prehistoric resources, 4 are historic resources, 3 are multi-component sites, 2 are prehistoric isolates, and 1 is an unknown site. Of the 23 prehistoric sites, 6 are shell and lithic scatters, 4 are artifact scatters, 4 are habitation sites, 4 are lithic sites, 4 are shell sites, and 1 is a shell artifact scatter. Of the 4 historic sites, 2 sites consist of historic trash pits, 1 is a historic foundation, and 1 is a historic building. Of the 3 multicomponent sites, 2 are historic foundations with lithic scatters, and 1 is a prehistoric habitation site and historic trash scatter. Both prehistoric isolates consist of prehistoric flakes. The SCIC records indicate that the closest resource to the project APE is CA-SDI-5130, a multi-component site, and is located approximately 150 meters northeast of the project APE.

Native American Heritage Commission and Tribal Correspondence

As described in Section 4.4 of this EIR, a search of the NAHC Sacred Lands File was requested by Dudek on February 4, 2022, for the project APE and a 1-mile buffer. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in the SCIC database. The NAHC response was received on March 25, 2022, and the Sacred Lands File results were positive. The NAHC response did not specify if cultural resources intersect the project APE and recommended that the La Jolla Band of Mission Indians and the San Luis Rey Band of Mission Indians be contacted for more information (Appendix D-1). The NAHC additionally provided a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in the area. Outreach letters to the Native American contacts provided by the NAHC were mailed March 25, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D-1). These letters attempted to solicit additional information relating to Native American resources that may be impacted by the project.

Dudek contacted the La Jolla Band of Mission Indians via telephone and email and did not receive a response. The San Luis Rey Band of Mission Indians recommended having a qualified archaeologist and Luiseño Native American monitor conduct monitoring during construction. The Viejas Band of Kumeyaay Indians responded by requesting a Kumeyaay Cultural monitor to be on site during all ground disturbance. The Pechanga Band of Indians responded with a request to be notified about the project process, copies of all archaeological documentation, consultation with the lead agency, and to have a qualified archaeologist and tribal monitor on site during all earthmoving activities. The Rincon Band of Luiseño Indians responded by recommending that a cultural resources study and records search be conducted and that a Rincon Band tribal monitor accompany the archaeologist during the survey. The NAHC and tribal correspondence is included in Appendix D-1.

In compliance with AB 52, the City, as lead agency, is responsible for conducting government-to-government consultation with pertinent tribal entities. The City has conducted consultation with the San Luis Rey Band of Mission Indians, the Rincon Band of Luiseño Indians, and the San Pasqual Band of Mission Indians. Consultation included phone calls and email communication with the tribes. The San Pasqual Band of Mission Indians expressed their satisfaction with the consultation process as long as the project has a qualified Native American monitor on site, preferably from the La Jolla Band of Mission Indians. In the event that no tribal monitor is available, the San Pasqual Band of Mission Indians requests to be contracted for monitoring services. The Rincon Band of Luiseño Indians requested the cultural resource assessment, which the City provided, and has not responded since initial consultation. The San Luis Rey Band of Mission Indians requested monitoring and other recommendations as provided in the proposed mitigation measures.

Intensive Pedestrian Survey

As described in Section 4.4 of this EIR, Cultural Resources, the intensive pedestrian field survey was conducted by a Dudek archaeologist on February 11, 2022. A Saving Sacred Sites Native American monitor participated in the survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with Secretary of the Interior Standards. Fifteen-meter interval survey transects were conducted in a north–south direction (paralleling the project APE boundary) for the majority of the APE. Exposed ground surface areas, such as vegetation clearings, cut banks, and rodent burrows/spoils, were inspected for potential subsurface deposits and sediment conditions.

The project APE has been entirely disturbed and developed. Visibility of the ground surface was fair (25%–50%) in undeveloped portions of the project APE where vegetation was dense, while the developed portions of the project

were completely obstructed by buildings, foundations, and dense vegetation (e.g., grass, brush, and trees). No cultural resources were identified during the pedestrian survey of the project APE. Built environment resources were observed within the APE.

4.15.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (16 United States Code 470 et seq.) establishes the federal policy for preservation of historical resources, including archaeological sites, and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to any undertaking.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the NRHP). It also gives the Advisory Council on Historic Preservation and the State Historic Preservation Officer an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

Executive Order 11593 (36 Federal Register 8921) (1) orders the protection and enhancement of the cultural environment by requiring federal agencies to administer cultural properties under their control in a spirit of stewardship and trusteeship for future generations; (2) initiates measures necessary to direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained for the inspiration and benefit of the people; and (3) in consultation with the Advisory Council on Historic Preservation, institutes procedures to assure that federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance (16 United States Code 470-1).

National Register of Historic Places

The NRHP is the nation's official list of historic places. The register is overseen by the National Park Service and requires that a property or resource eligible for listing in the register meet at least one of the following criteria at the national, state, or local level to ensure integrity and obtain official designation:

- The property is associated with events that made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historical significance. The register has identified the following seven aspects of integrity: (1) location, (2) design, (3) setting, (4) materials, (5) workmanship, (6) feeling, and (7) association.

Properties are nominated to the register by the State Historic Preservation Officer, the federal preservation officer for properties under federal ownership or control, or the tribal preservation officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database of research information. Documentation of a property's historic significance helps encourage preservation of the resource.

State

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code [PRC] Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. Properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1[c])

Resources less than 50 years old are generally not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (14 California Code of Regulations Section 4852[d][2]).

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological and historic resources:

1. Public Resources Code section 21083.2(g): Defines "unique archaeological resource."
2. Public Resources Code section 21084.1 and CEQA Guidelines section 15064.5(a): Define historical resources. In addition, CEQA Guidelines section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource"; it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(e) establish standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. Public Resources Code sections 21083.2(b)-(c) and CEQA Guidelines section 15126.4 establish the framework for mitigation related to archaeological and historic resources, including options of preservation-in-place mitigation measures. Preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historical resources or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (PRC Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of PRC section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Native American Historic Cultural Sites (California Public Resources Code Section 5097 et seq.)

PRC Sections 5097–5097.6 classify the unauthorized disturbance or removal of archaeological or historical resources located on public lands as a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (express permission) on public lands, and it provides for criminal sanctions. This section was amended in 1987 to require consultation with the NAHC whenever Native American graves are found. Violations that involve taking or possessing remains or artifacts are felonies.

PRC Section 5097.5 states that "no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

Assembly Bill 52

AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American Tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to TCRs. PRC Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either:

1. Listed or eligible for listing in the CRHR or a local register of historical resources, or
2. Determined by a lead agency to be a TCR.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act) (25 U.S.C., Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

The California Health and Safety Code (HSC) protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. HSC Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (HSC Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (HSC Section 7050.5c). The NAHC will notify the Most Likely Descendant (MLD), and with the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resources Management Element and the Land Use Element of the City's General Plan (City of Oceanside 2002). The Environmental Resources Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element states that the objective for cultural sites is to "Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes."

In order to achieve this objective, the City will:

1. Encourage the use of "O" zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element includes the following policy relevant to historic sites:

> 1.33 Historic Areas and Sites, Policy A: The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources.

The Land Use Element further contains the following policies regarding cultural resources:

> 3.2A: The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
>
> 3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
>
> 3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.
>
> 3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
>
> 1. The site is completely or largely in a natural state;
> 2. There are recorded sites on nearby properties;
> 3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
> 4. The project site includes large boulders and/or oak trees; or
> 5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code (City of Oceanside 2023), referred to as the Historic Preservation Ordinance, identifies evaluation criteria for the designation of a historical site:

A. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
B. It is identified with persons or events significant in local, state, or national history; or
C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
D. It is representative of the notable work of a builder, designer, or architect; or
E. It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to TCRs are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to TCRs would occur if the proposed project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.15.4 Impacts Analysis

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:

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.

Under AB 52, TCRs are defined as archaeological resources that are eligible for or listed in the CRHR, or resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no TCRs have been identified that would be impacted by project implementation. The project site previously consisted of a 172,300-square-foot industrial manufacturing building and associated improvements, including parking areas, ancillary infrastructure, and the Eddie Jones Way roadway. The building was demolished in 2022.

As described above, outreach letters were mailed on March 25, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D-1). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the project APE. The San Luis Rey Band of Mission Indians recommended having a qualified archaeologist and Luiseño Native American monitor to conduct monitoring during construction. The Viejas Band of Kumeyaay Indians requested a Kumeyaay cultural monitor be on site during all ground disturbance. The Pechanga Band of Indians requested to be notified about the project process, copies of all archaeological documentation, consultation with the lead agency, and to have a qualified archaeologist and tribal monitor on site during all earthmoving activities. The Rincon Band of Luiseño Indians recommended a cultural resources study and record search, and that a Rincon Band Tribal monitor accompany the archaeologist during the survey. The letters have been forwarded to the City and included in the report. No other communication between Dudek and the tribes has occurred since then. The NAHC and tribal correspondence is included in Appendix D-1. Furthermore, as outlined above, under AB 52, the City has conducted consultation with the San Luis Rey Band of Mission Indians and Rincon Band of Luiseño Indians and has pending consultation with San Pasqual Band of Mission Indians. Consultation included phone calls and email communication with the tribes. The San Pasqual Band of Mission Indians expressed their satisfaction with the consultation process as long as the project has a qualified Native American monitor on site, preferably from the La Jolla Band of Mission Indians. In the event that no tribal monitor is available, the San Pasqual Band of Mission Indians requests to be contracted for monitoring services. The Rincon Band of Luiseño Indians requested a cultural resource assessment, which the City provided, and has not responded since initial consultation.

While considered unlikely based on the SCIC record's search, the current disturbed state of the project site, and other information received by the City to date, there remains the potential for the project to encounter

previously unknown and unanticipated TCRs during construction of the proposed project. As described in Section 4.4 of this EIR, Dudek's Negative Cultural Resources Phase I Inventory Report (Appendix D-1) indicates there is low sensitivity for identifying intact subsurface archaeological deposits during project implementation. CA-SDI-5130, a site that contains the closest identified cultural resource to the APE and is located approximately 150 meters northeast of the project APE, would not be impacted directly or indirectly by project implementation.

Although no evidence of human remains was discovered within the project site during the field surveys, and the project site is not used as a cemetery nor otherwise known to contain human remains, this does not preclude finding human remains during project excavation and grading activities. As a standard construction practice, and in accordance with HSC Section 7050.5, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with PRC Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the MLD from the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

Furthermore, to ensure project development would not result in potential impacts to cultural resources or TCRs, the project would implement the City's standard cultural mitigation measures (MMs), **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR. The project would not have a substantial adverse effect on TCRs, as project implementation of the recommendations in the Negative Cultural Resources Phase I Inventory Report (Appendix D-1) and implementation of the City's cultural mitigation measures would ensure that potential impacts to TCRs would remain **less than significant**.

4.15.5 Mitigation Measures

Although impacts to TCRs are not anticipated, to ensure project development would not result in potential impacts to cultural resources or TCRs, the project would implement the City's standard cultural mitigation measures **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR.

4.15.6 Level of Significance After Mitigation

Project implementation of the recommendations in the Negative Cultural Resources Phase I Inventory Report (Appendix D-1) and implementation of the City's cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** would ensure that potential impacts to TCRs, including human remains, would remain **less than significant**.

4.16 Utilities and Service Systems

This section describes the existing utilities and service system conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts to utilities and service systems, and identifies mitigation measures related to implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) in the City of Oceanside (City). This section analyzes the proposed project's potential impacts on public utilities, including wastewater, water, storm drains, and solid waste disposal.

The following analysis is based on the preliminary hydrology study (Appendix F) and stormwater quality management plan (Appendix G) that were prepared for the project by Pasco Laret Suiter and Associates Inc. in 2022 and 2016, respectively. After review of the project, the City determined that sewer and water studies were not required. Conditions of approval would be required and are discussed in the analysis below.

4.16.1 Existing Conditions

Domestic Water Supply

The City's Water Utilities Department Water Division (Water Division) provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the San Diego County Water Authority (SDCWA) and treats it at the Robert A. Weese Filtration Plant, which is capable of treating up to 25 million gallons per day (mgd). Mission Basin provides the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility, with a capacity of 6.4 mgd (City of Oceanside 2021a).

The project site is previously disturbed, with remnants of the approximately 172,300-square-foot industrial building that was vacated in summer 2021 and demolished in 2022. Water service would be provided via the existing water connections that served the previous building on site. Water facilities are connected to the site and extend within the Oceanside Municipal Airport area and Benet Road right-of-way. The project would connect to the existing water utilities with on-site systems designed, as required, to fully serve the proposed development.

Wastewater Treatment

Wastewater in the City is collected and treated by the City's Water Utilities Department Wastewater Division (Wastewater Division). The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. Staff is responsible for operating and maintaining over 450 miles of pipelines and 34 lift stations. The division also owns, operates, and maintains the San Luis Rey Wastewater Reclamation Facility (SLRWRF; originally called the San Luis Rey Wastewater Treatment Plant) and the La Salina Wastewater Treatment Plant. The SLRWRF has plans for expansion (secondary treatment capacity expanding from 13.5 mgd in 2020 to 17.4 mgd in 2045). The City is currently in the process of decommissioning the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd) (City of Oceanside 2021a). The proposed project lies in the service area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista. The SLRWRF has a current tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a).

Sewer service would be provided to the project site by the Water Utilities Department via existing public sewer lines. Sewer facilities are connected to the site and extend within the Oceanside Municipal Airport area and Benet Road right-

of-way. The project would connect to the existing sewer utilities with on-site systems designed, as required, to fully serve the proposed development.

Storm Drain Facilities

In San Diego County, stormwater discharges from any development to municipal storm drain systems are regulated by the San Diego Regional Water Quality Control Board. The City is responsible for local administration of stormwater management requirements and has developed a Best Management Plan (BMP Design Manual) as a resource document, which is designed to facilitate the implementation of the requirements of the Regional Water Quality Control Board Municipal Separate Storm Sewer System (MS4) Permit (City of Oceanside 2021b).

The project site has been previously graded from the previous industrial building that occupied the site and is now a vacant site with remnants of the previous industrial manufacturing building that was vacated in summer 2021 and demolished in 2022. The site contains various surface and drainage improvements typical of this type of development including on-site parking, drive aisles, and landscaping to support the previous use. Overland runoff flows to three different discharge locations from the property, one in the southwest corner to Benet Road, one in the northwest corner to the San Luis Rey River, and one in the northeast corner to the adjacent parcel. Runoff primarily flows through the project site via sheet flow methods; however, previous users of the site installed private storm drain infrastructure to convey drainage through the site as well.

Runoff in the southwestern-most portion of the project site, between the toe of the slope at the bottom of Benet Road and the levee, is conveyed generally southwest to either existing public storm drain piping or on the surface to an existing storm drain inlet located adjacent to the airport runway. This runoff ultimately collects in storm drains within Benet Road before discharging to the San Luis Rey River. From there, the river conveys drainage west to the outlet at the Pacific Ocean near Oceanside Harbor Beach. Runoff in the remainder of the project site contained within the levee appears to drain on the surface toward a series of storm drain inlets located north of the previous building footprint. As-builts for the project site show small that pump stations within each inlet convey water to the northwest corner of the site and an existing headwall structure/sump inlet that feeds a 36-inch reinforced concrete pipe storm drain. This storm drain travels under the San Luis Rey River Trail to discharge to the adjacent San Luis Rey River. Once in the river, runoff continues west downstream to confluence with runoff leaving the property from the southwest corner (Appendix F).

Electricity

According to the U.S. Energy Information Administration, California used approximately 250,379 gigawatt-hours of electricity in 2019 (EIA 2020a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. By sector in 2017, commercial uses accounted for 46% of the state's electricity use, followed by 35% for residential uses and 19% for industrial uses (EIA 2019). Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2020b).

San Diego Gas and Electric Company (SDG&E) provides electric services to 3.7 million customers through 1.49 million electric meters located in a 4,100-square-mile service area that includes San Diego County and southern Orange County (SDG&E 2022). According to the California Public Utilities Commission, SDG&E customers consumed approximately 19,045 million kilowatt-hours (kWh) of electricity in 2020 (CPUC 2022).

SDG&E receives electric power from a variety of sources. In 2017, 44% of SDG&E's power came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2016, 2017).

Based on recent energy supply and demand projections in California, statewide annual peak electricity demand is projected to grow an average of 890 megawatts per year for the next decade, or 1.4% annually, and consumption per capita is expected to remain relatively constant at 7,200 kWh to 7,800 kWh per person (CEC 2016).

In San Diego County, the California Energy Commission reported an annual electrical consumption of approximately 7.4 billion kWh in 2020 for residential use (CEC 2023).

Natural Gas

The California Public Utilities Commission regulates natural gas utility service for approximately 10.8 million customers who receive natural gas from Pacific Gas & Electric, Southern California Gas, SDG&E, Southwest Gas, and several smaller natural gas utilities. The California Public Utilities Commission also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2017). SDG&E provides natural gas service to San Diego County and Orange County and would provide natural gas to the proposed project. SDG&E is a wholesale customer of Southern California Gas and currently receives all of its natural gas from the Southern California Gas system (CPUC 2017).

The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 32% of the natural gas delivered by California utilities in 2012. Large consumers, such as electric generators and industrial customers (noncore customers), accounted for approximately 68% of the natural gas delivered by California utilities in 2012 (CPUC 2017).

The California Public Utilities Commission regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2017).

The California Energy Commission reports that SDG&E consumed a total of approximately 50.5 trillion British thermal units (Btu) of natural gas in 2020, including 14.7 trillion Btu for commercial buildings, 2.2 trillion Btu for industrial buildings, and 30.2 trillion Btu for residential use (CEC 2023). In San Diego County, total natural gas consumption was approximately 50.5 trillion Btu in 2020, with 20.2 trillion Btu for nonresidential use and 30.3 trillion Btu for residential use (CEC 2023).

Solid Waste and Recycling

Waste Management and Agri Service Inc. provide solid waste and recycling services to the City. Waste Management disposes of solid waste collected in the City at the El Sobrante Landfill located at 10910 Dawson Canyon Road, Corona, California 92883 (City of Oceanside 2012). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 143,977,170 tons, and a projected closure date of January 1, 2051 (CalRecycle 2019). The City adopted and enacted the Zero Waste Strategic Resource Management Plan, which established methods to reach the goal of diverting 75% to 90% of solid waste, working in conjunction with the goals of City Council's adoption of Resolution No. 10-R0636-1, the State of California Assembly Bill (AB) 341 (City of Oceanside 2021c).

4.16.2 Regulatory Setting

Federal

Federal Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act) is the principal federal statute that addresses water resources. The statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The broad goal is to restore and maintain the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." Section 402 of the Clean Water Act authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites 1 acre or larger to prepare a stormwater pollution prevention plan for construction activities and obtain authorization to discharge stormwater under a NPDES construction stormwater permit.

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency to set national health-based standards for drinking water. The purpose of this is to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The U.S. Environmental Protection Agency, states, and water systems work in collaboration to ensure the standards are met.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and the operation of landfills, transfer stations, and recycling facilities.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (AB 939) was enacted as a result of a statewide crisis in landfill capacity and a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2020, and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements include encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWM Board regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfill operations and solid waste facilities.

In 2011, AB 341 established a state policy goal that at least 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. AB 341 requires local agencies to adopt strategies that will enable 75% diversion of all solid waste by 2020. This bill requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multifamily apartments with five or more units are also required to form a recycling program. At least one of the following actions are required:

- Source separate recyclable and/or compostable material from solid waste and either self-haul, subscribe to a recycling program through a waste hauler, and/or otherwise arrange for pickup of the recyclable and/or compostable materials separately from the solid waste to divert them from disposal.
- Subscribe to a service that includes mixed waste processing alone or in combination with other programs, activities, or processes that divert recyclable and/or compostable materials from disposal and yield diversion results comparable to source separation.
- Property owners of commercial or multifamily complexes may require tenants to source separate their recyclable materials. Tenants must source separate their recyclable materials if required to by property owners of commercial or multifamily complexes.

Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (SB) 1374 requires that annual reports submitted by local jurisdictions to the CIWM Board include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWM Board to adopt a model ordinance suitable for adoption by any local agency that would require 50% to 75% diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt the CIWM Board's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

AB 1826 requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week (organic waste is defined as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

Sustainable Groundwater Management Act

AB 1739, SB 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act (SGMA), require governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

Sanitary Sewer General Waste Discharge Requirements

State Water Resources Control Board Order No. 2006-0003 establishes a general waste discharge requirement for all publicly owned sanitary sewer collection systems in California with more than 1.0 mile of sewer pipe. The order provides a consistent statewide approach for reducing sanitary sewer overflows by requiring public sewer system operators to take feasible steps to control the volume of waste discharges in order to prevent sanitary sewer waste from entering the storm sewer system and to develop a Sewer System Management Plan. The general waste discharge requirement also requires that storm sewer overflows be reported to the State Water Resources Control Board using an online reporting system.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen and establishes minimum mandatory and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards

for all new construction of residential and nonresidential buildings. CALGreen standards are updated every 3 years; the latest version (CALGreen 2022) went into effect on January 1, 2023. The Mandatory CALGreen standards pertaining to utilities and service systems include the following (24 California Code of Regulations Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

Water Conservation Act

The Water Conservation Act of 2009 (SB X7-7) is a California state law that requires the state to reduce urban water consumption by 20% by the year 2020. It originated as a bill written by Democratic Senator Darrell Steinberg and was enacted on November 10, 2009. The key purpose of the law is to encourage both urban and agricultural water providers to implement conservation strategies, monitor water usage, and report data to the Department of Water Resources.

Local

City of Oceanside General Plan

The relevant elements of the Oceanside General Plan (City of Oceanside 2002) to utilities and service systems are the Environmental Resource Management Element, Community Facilities Element, and Hazardous Waste Management Element. All other specific plans and programs adopted by the City are consistent with the General Plan and its elements.

Environmental Resource Management Element

The Environmental Resource Management Element is designed to conserve natural resources and enforce the principles of conservation, which are the preservation, planned management, and wise utilization of natural resources. The General Plan Environmental Resources Management Element contains the following goals, policies, objectives that are relevant to the project.

Natural Resource Preservation

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

To implement the goal set forth for natural resource preservation, the Environmental Resources Management Element identifies several objectives and associated policies related to utilities for the project:

Water

1. Plan for an adequate water system based on the projected needs of the City.
2. Investigate sources of local water supplies to reduce dependence on imported water.

Community Facilities Element

The City's General Plan Community Facilities Element contains goals, policies, and objectives related to the community's need for utilities and service systems.

Water and Sewer Systems

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewer collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost-effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

Sanitary Sewer Policies

Policy 5.4 New development shall be responsible for on-site facility improvements required by that development.

Water Supply Policies

Policy 5.11 New development shall be responsible for on-site water facilities improvements required by that development.

Stormwater Management System

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Stormwater Management Policies

Policy 6.1 The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that

adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

Policy 6.2 All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides overall policy guidance for safe and effective managing of hazardous waste within the City of Oceanside. Items within this element's scope include hazardous waste facilities, pollution prevention, and waste reduction and elimination. There are no formal policies within this element that are applicable to the proposed project.

Urban Water Management Plan

As required by California Water Code Section 10617, the City is required to complete an urban water management plan (UWMP) every 5 years as an "Urban Water Supplier" (City of Oceanside 2016a). The City adopted the 2020 UWMP in July 2021. The UWMP describes current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use (City of Oceanside 2021a).

Water Conservation Master Plan

The 2011 Water Conservation Master Plan makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 and a reduction of 34 gallons per capita per day by 2020 (City of Oceanside 2016b). The Water Conservation Master Plan is consistent with the UWMP.

Zero Waste Strategic Resource Management Plan

On March 17, 2021, the Oceanside City Council approved the 2020 Zero Waste Plan, which expands upon existing programming outlined in the 2012 Zero Waste Plan to allow the City to meet its zero waste goals and maps out the next decade of zero waste programming, services, and compliance with state laws. The Zero Waste Plan identifies and recommends strategies for the City to achieve this goal. At the time of the drafting of the Zero Waste Plan, the City had already reached 67% waste diversion, as previously described under the solid waste and recycling subsection (City of Oceanside 2021c). The private companies contracted to provide solid waste and recycling services, Waste Management and Agri Service Inc., are also working in support of the City to achieve this goal.

City of Oceanside Municipal Code

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the community facilities element of the general plan. Public facilities shall include all governmental facilities specified in the adopted elements of the City's General Plan, including the Community Facilities Element, or such facilities contained in the City's 5-year Capital Improvement Program. Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the City, permit applicants shall pay any fees established for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. Fees are set by city council resolution. Public facilities,

as defined by the City Municipal Code, are all governmental facilities within the City's General Plan, including water, sewer, and stormwater systems (City of Oceanside 2021d).

4.16.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The utilities and service threshold of Appendix G of the CEQA Guidelines requires an evaluation of whether the proposed project would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
3. 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.
4. 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.
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.16.4 Impacts Analysis

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

Water

The Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Robert A. Weese Filtration Plant, which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility, with a capacity of 6.4 mgd (City of Oceanside 2021a).

According to the City's Water Master Plan (City of Oceanside 2015a), industrial land uses have a water demand factor of 2,500 gallons per day, per acre. Therefore, it can be estimated that the proposed project would generate a water demand of 79,475 gallons per day. Citywide water supply planning is completed via the UWMP (City of Oceanside 2021a). The project would be in compliance with the General Plan and zoning code, and therefore water demand for an industrial use on the project site has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan.

Water facilities within the area surrounding the project adequately serve existing development. The project would connect to available existing public water mains with new laterals on site to serve the project. The new lateral on site for domestic water service would require a 4-inch pipeline, irrigation would require a 2-inch pipeline, and fire service would require an 8-inch pipeline. The proposed connections to existing water facilities would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City.

The City has reviewed project plans and has issued the following conditions of approval for the project: (1) the developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense; (2) all water and wastewater construction shall conform to the most recent edition of the Water, Sewer, and Recycled Water Design and Construction Manual or as approved by the Water Utilities Director.

With the exception of new on-site laterals and connection to the existing public water main, no relocation or construction of new water facilities would be required to provide adequate service to the project. Based on the analysis above and the required conditions of approval, the project would not have a substantial adverse effect on water facilities or result in an increase in demand that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Construction of all on-site water laterals have been assumed as part of the project and analyzed throughout this environmental impact report (EIR). Impacts related to water demand and service would be **less than significant**.

Wastewater Treatment

As described under Section 4.16.1, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division. The division owns and operates the SLRWRF, which is planned for expansion (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is in the processes of being decommissioned (City of Oceanside 2021a). The SLRWRF has a current tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a). The project lies in the services area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista (City of Oceanside 2021a).

According to the City's Sewer Master Plan (City of Oceanside 2015b) and the City's Design and Construction Manual (City of Oceanside 2017), industrial land uses generate wastewater at an average of 1,000 gallons per day, per acre. Therefore, it can be estimated that the proposed project would generate 31,790 gallons per day. However, the City's Sewer Master Plan states that commercial and industrial flows assume a 100% water-to-sewer return rate. Therefore, to be conservative, it is estimated that the total amount of water demand generated by the proposed project (79,475 gallons per day) would also be converted to wastewater. Based on this conservative assumption, the proposed project would account for 2.65% of the daily tertiary treatment capacity and 0.60% of the daily secondary treatment capacity at the SLRWRF.

The project would not require any off-site sewer pipeline upgrades or wastewater treatment plant improvements to accommodate the additional project sewer flows. The project would connect to an existing public sewer main and construct a new 6-inch pipeline on site to serve the project. The proposed sewer lines within the project site would be designed and constructed in accordance with the guidelines,

standards, and approved materials of the City, and no relocation or construction of new or expanded wastewater facilities would be required as a result of project implementation. Additionally, as described above under the water analysis, conditions of approval would be required for water and wastewater service. Therefore, the project would not have a substantial adverse effect on wastewater facilities or result in an increase in demand that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Construction of the new on-site 6-inch sewer lateral has been included as part of the project and analyzed as part of this EIR. Impacts related to wastewater demand and service would be **less than significant**.

Stormwater Drainage

The project would be composed of approximately 80% impervious area and 20% landscape area. The site would be graded to have all water drain away from the building onto the proposed surface improvements to eventually drain via surface flow to a series of inlets within the drive aisles. Additionally, a new buried stormwater conveyance system would route to subterranean vaults/treatment facilities where stormwater would be treated and flow would be mitigated before being routed and discharged off site (Appendix G).

The project would have three discharge locations or points of compliance (POCs): POC 1, POC 2, and POC 3. POC 1 and POC 2 would remain the same as they are in existing conditions, and POC 3 would be relocated closer to the edge of the project site. Relocating POC 3 would improve drainage on site compared to existing conditions. POC 1 would collect runoff from the northwestern portion of the site (13.49 acres) into an existing headwall structure/sump inlet that feeds a storm drain. This storm drain travels under the San Luis Rey River Trail to discharge to the adjacent San Luis Rey River, where it ultimately discharges into the Pacific Ocean. POC 2 would collect runoff from the southwestern portion of the site (17.43 acres) between the toe of slope at the bottom of Benet Road and the levee, collecting in a storm drain along Benet Road before discharging to the San Luis Rey River not far downstream and ultimately discharging into the Pacific Ocean. POC 3 would collect runoff from the northeastern corner of the site (0.43 acres) into a proposed culvert under the private driveways entering the site from Alex Road so as to not impede the flow of drainage to the ultimate point of discharge (Appendix F).

All site runoff would be collected by a series of private storm drain inlets and piping and would be conveyed to the underground storage vaults prior to discharging from the property. The on-site detention facilities consisting of underground storage vaults would be located beneath the drive aisle to provide mitigation of the 100-year-, 6-hour-storm peak flow generated by the proposed development. The project also proposes to the use of Modular Wetlands proprietary biofiltration treatment devices to comply with the water quality component of the MS4 Permit. Additionally, an outlet module installed as part of the detention vault, consisting of a system of weirs and connected to an outlet pipe, will further serve to mitigate peak flows before discharging directly off site. These systems used in conjunction serve to achieve reduction of pollutants, improve water quality, and minimize the potential of stormwater discharges into the MS4 from causing altered flow regimes and excessive downstream erosion in receiving waters. The project would discharge directly to the San Luis Rey River and is considered exempt from hydromodification management low-flow requirements (Appendix G).

The project's preliminary hydrology study concludes that, without the proposed on-site stormwater improvements, the project would result in an increase in peak runoff in the post-developed condition compared to the existing condition at POC 1 and POC 2. POC 3 would have reduced flows in the post-developed conditions (resulting in runoff of 2.4 cubic feet per second [cfs] in pre-developed condition and

1.4 cfs in the post-developed condition) prior to proposed on-site stormwater improvements. The stormwater improvements would collect all site runoff through a series of private storm drain inlets and piping and would convey runoff to biofiltration basins and underground storage vaults, which would reduce peak flows at POC 1 from 37.2 cfs in pre-developed conditions to 10.8 cfs in post-developed conditions, and at POC 2 from 6.2 cfs in pre-developed conditions to 5.8 cfs in post-developed conditions, prior to discharging from the property.

To treat the proposed improvements within the Benet Road right-of-way, tree wells with curb cuts are proposed in the parkway to receive surface drainage from Benet Road. The tree wells have been designed to treat the proposed hardscape and manage pollutant control in accordance with the U.S. Environmental Protection Agency's Green Street Design Guidance. The tree well design conforms with the County of San Diego Green Streets Design (see Appendix G).

Due to the drainage system design, the project would not contribute runoff that would have a substantial adverse effect on stormwater drainage or result in an increase in runoff that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects; impacts would be **less than significant**.

Electric Power, Natural Gas, and Telecommunications Facilities

The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations contains energy efficiency standards for nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as the heating and cooling system), lighting, and use of, appliances, plug-ins, and other sources not covered by Title 24. CalEEMod estimated that the project would consume approximately 4,456,998 kWh of electricity annually and an additional consumption of 950,476 kWh per year from the operational electric forklifts and yard truck, for a total consumption of 5,407,475 kWh per year.

Implementation of the proposed project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of project operation is approximately 0.8% of the City's use. The resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond. The project site is already connected to SDG&E's electric grid and no new or additional facilities would be required to serve the project's electrical needs.

SDG&E would also provide natural gas service to the project site. CalEEMod estimated that the project would consume approximately 3.45 million thousand Btu of natural gas annually. By comparison, the City consumed approximately 4,877 million thousand Btu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with 1 year of project operation is approximately 0.07% of the SDG&E existing demand. The project site is already connected to SDG&E's natural gas services, and no new or additional facilities would be required to serve the project's needs.

The project would connect to telecommunications facilities in the surrounding area and would have the option of using a variety of different providers. No new or expanded telecommunications facilities would be required.

Impacts associated with electricity, natural gas, and telecommunications facilities would be **less than significant**.

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

The Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Robert A. Weese Filtration Plant, which has a current capacity of 25 mgd. Mission Basin provides the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

According to the City's Water Master Plan (City of Oceanside 2015a), industrial land uses have a water demand factor of 2,500 gallons per day, per acre. Therefore, it can be estimated that the proposed project would generate a water demand of 79,475 gallons per day. Citywide water supply planning is completed via the UWMP (City of Oceanside 2021a). The project would be in compliance with the General Plan and zoning code, and therefore water demand for an industrial use on the project site has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan.

According to the City's UWMP, for all years that SDCWA projects supply reliability, the City assumes it will be able to purchase sufficient water from SDCWA to meet demands. SDCWA currently forecasts that it will have sufficient supply available to meet all member agency demands, including in all years of a multiple-year drought scenario. As concluded in the UWMP, the City has sufficient water to meet its customers' demands through 2045 in all normal, single-dry, and multiple-dry year scenarios. Demands are expected to increase by an average of 7% during a single-dry year and by an average of 9% during a multiple-dry year. To make up the remaining supply needed to meet increased demands during each year of the single- and multiple-dry year scenarios, the City will purchase additional water from SDCWA. These additional purchases are anticipated to be accommodated for all years, as SDCWA projects 100% reliability in all future years due to the diversification of its supplies and availability of carryover supplies.

The City has also developed the Water Conservation Master Plan, which further ensures water availability to the City during drought years. The project would include water-conserving landscaping and efficient irrigation design consistent with the City's water planning efforts. Additionally, the SDCWA has developed a Water Shortage Contingency Plan (SDCWA 2021), which identifies strategies for the region to reduce water consumption during catastrophic events and in drought years. As part of the Water Shortage Contingency Plan, the Drought Ordinance established six drought stages of actions that can be taken to reduce water demand by up to 50% or more. Because the project is located within the City's service area, the project is required to adhere to water conservation measures imposed by the City.

Accordingly, since sufficient water supply would be available to serve the project during normal, dry-, and multiple-dry years, the project would not have a substantial adverse effect due to the unavailability of water, and impacts related to water supply are considered to be **less than significant**.

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

As described above, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division. The division owns and operates the SLRWRF, which is planned for expansion (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is in the processes of being decommissioned (City of Oceanside 2021a). The SLRWRF has a current tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a).

According to the City's Sewer Master Plan (City of Oceanside 2015b) and the City's Design and Construction Manual (City of Oceanside 2017), industrial land uses generate wastewater at an average of 1,000 gallons per day, per acre. Therefore, it can be estimated that the proposed project would generate 31,790 gallons per day. However, the City's Sewer Master Plan states that commercial and industrial flows assume a 100% water-to-sewer return rate. Therefore, to be conservative, it is estimated that the total amount of water demand generated by the proposed project (79,475 gallons per day) would also be converted to wastewater. Based on this conservative assumption, the proposed project would account for 2.65% of the daily tertiary treatment capacity and 0.60% of the daily secondary treatment capacity at the SLRWRF.

The project would connect to an existing public sewer main and construct a new 6-inch pipeline on site to serve the project. The proposed sewer lines within the project site would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City.

The project site is surrounded by existing sewer facilities that adequately serve existing development within the area and that previously served the now demolished industrial building on site when operational. The project would redevelop the site with a new industrial building, and it is expected that the existing sewer system would still operate within the City's standards. Based on existing facility capacity, estimated sewer generation from the project is expected to be adequately accommodated by the SLRWRF in addition to their existing commitments. Construction of new facilities is not anticipated, and the project would not have a substantial adverse effect because the SLRWRF has the existing capacity to serve the project's wastewater demand; impacts related to wastewater service would be **less than significant**.

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

Solid waste collection and disposal is provided by the City through Waste Management of North County, a private company under franchise agreement with the City. Solid waste collected in the City goes through Palomar Transfer Station in Carlsbad, which is owned and operated by Republic Industries, before traveling to the final destination of El Sobrante Landfill in Riverside County. The El Sobrante Landfill is located east of Interstate 15 and south of the City of Corona, at 10910 Dawon Canyon Road in unincorporated Riverside County. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, with an estimated remaining capacity of 143,977,170 tons and projected closure date of January 1, 2051 (CalRecycle 2019). Further, four other landfills in San Diego County accept municipal solid waste, including Borrego Landfill, Miramar Landfill, Otay Landfill, and Ramona Landfill.

The solid waste generated during construction would primarily consist of discarded materials including concrete, asphalt, wood, wallboard, rubble, and roofing materials, as well as packaging generated by the construction process. The proposed project would adhere to CALGreen Section 5.408.1, which requires a minimum of 65% of nonhazardous construction waste to be recycled or salvaged for reuse. All hazardous material from the previous industrial building on site would be appropriately disposed of and remediated according to local and state regulations prior to construction of the proposed project (see Section 4.8, Hazards and Hazardous Materials, for additional information). Therefore, construction of the proposed project would not generate solid waste in excess of applicable standards or in excess of the capacity of local infrastructure.

Operation of the proposed project would result in ongoing solid waste generation at the site. As previously stated, waste from the project would be transported to the El Sobrante Landfill. The project would involve redevelopment of the site with a 566,905-square-foot warehouse and distribution facility (inclusive of 39,170 square feet of office space). The anticipated operational solid waste generation from the proposed project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project would generate approximately ~~12,998~~12,1854 pounds of waste per day based on the following waste generation factors:

Table 4.16-1. Estimated Solid Waste Generation

Waste Streams	Square Footage/Employees	Waste Factors	Total Lbs Per Day
Manufacturing/ Warehouse	527,735 sf[1]	1.42 lbs/100 sf/day	7,494
Office	39,170 sf	0.006 lbs/sf/day	235
Employees	~~590~~ 499 emp	8.93 lbs/emp/day	~~5,269~~4,456.07
Total	**N/A**	**N/A**	**~~12,998~~12,1854.07**

Notes: sf = square feet; emp = employees.

[1] Total of 369,415 square feet of warehouse plus 158,320 sf of manufacturing.

An average solid waste generation of approximately ~~12,998~~12,1854 pounds per day is equal to 2,225~~372~~ tons per year. This does not consider any waste diversion through recycling. With a generation rate of 2,225~~372~~ tons per year over the next 2~~67~~ years (assuming the project would be operational in 2025~~4~~ up to the estimated closing date of El Sobrante Landfill in 2051), the project would generate a total of ~~64,044~~57,850 tons of solid waste, or contribute to approximately 0.0~~4.44~~% of the remaining capacity at El Sobrante Landfill. The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of development. Additionally, the project would participate in the City's recycling programs, including the City's 2020 Zero Waste Plan Update, which would further reduce solid waste sent to El Sobrante Landfill. Assuming the project recycled 25% of solid waste generated, the project's contribution to the remaining capacity at El Sobrante Landfill would be reduced to 3.33%, and 50% recycling would reduce the project's contribution to 2.22%. If the project is able to achieve the City's recycling goal of 75% or greater, consistent with the City's 2020 Zero Waste Plan Update, the project's contribution to remaining capacity at El Sobrante Landfill would be 1.11% or less. Overall, the project would not 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. For these reasons, the project would result in **less-than-significant** impacts.

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

Implementation of the project would not generate solid waste in excess of the capacity of local infrastructure. The project would comply with Chapter 13 of the City Municipal Code (City of Oceanside 2021d) requiring businesses to separate all recyclable material from other solid waste. The project would also comply with AB 341 directing mandatory recycling for all business generating four or more cubic yards of waste. The proposed project would comply with state and City regulations, providing enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. Therefore, the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste; project impacts related to solid waste would be **less than significant**.

4.16.5 Mitigation Measures

Impacts related to utilities and service systems as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.16.6 Level of Significance After Mitigation

No substantial impacts related to utilities and service systems were identified; therefore, no mitigation measures are required. Impacts related to utilities and service systems would be **less than significant**.

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4.17 Wildfire

This section describes the existing conditions, identifies the associated regulatory framework, evaluates potential impacts related to wildfire, and determines whether mitigation measures are required related to the implementation of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project). See also the Fire Response Technical Memorandum prepared for the project, included as Appendix K to this environmental impact report (EIR). Additionally, in support of the discussion and analysis included in this section, a Wildfire Evacuation Study was prepared for the project and is included as Appendix N to this Final EIR. Fire protection services for the project have been addressed in Section 4.13, Public Services.

4.17.1 Existing Conditions

Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland-urban interface, the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. During the summer season, dry vegetation, prolonged periods of drought, and Santa Ana wind conditions can combine to increase the risk of wildfires in San Diego County (County).

Fire History

The project area, like all of the County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, the most vulnerable project areas, and significant ignition sources, among others. The California Department of Forestry and Fire Protection (CAL FIRE) maintains the Fire and Resource Assessment Program database, which was used to evaluate the project site's fire history to determine whether large fires have occurred in the project area, and thus the likelihood of future fires. Per the recorded fire history database, the project site has not been subject to wildfire (CAL FIRE 2022a).

Fire Hazard Mapping

CAL FIRE's Fire and Resource Assessment Program database also includes map data documenting areas of significant fire hazards in the state. These maps categorize geographic areas of the state into different Fire Hazard Severity Zones (FHSZs), ranging from moderate to very high. CAL FIRE uses FHSZs to classify anticipated fire-related hazards for the entire state, and includes classifications for State Responsibility Areas, Local Responsibility Areas, and Federal Responsibility Areas. Fire hazard severity classifications take into account vegetation, topography, weather, crown fire production, and ember production and movement. The project site is within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022b). Although the project site is within a VHFHSZ, and vegetation in the San Luis Rey River corridor to the north could present a wildfire risk, land uses to the south and east are largely urban and do not present a wildfire risk.

Vegetation Communities and Land Covers

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (leaf size, branching patterns), and overall fuel loading.

A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affect plant community succession. Succession of plant communities, most notably the gradual conversion of shrublands to grasslands with frequent wildfires and grasslands to shrublands with fire exclusion, is highly dependent on the fire regime. Further, biomass and associated fuel loading will increase over time if disturbance or fuel reduction effects are not diligently implemented.

The vegetation types and land covers in the project area were identified during field assessments conducted for the project site. As detailed in Section 4.3, Biological Resources, the project site is currently disturbed and developed land that primarily supports disturbed areas and ornamental plantings associated with the structures on site.

Topography/Terrain

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower spread downslope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The project site was previously graded and is relatively flat. Elevations on site range from approximately 25 feet above mean sea level to 40 feet above mean sea level. The entirety of the project site has been previously disturbed by development.

Climate, Weather and Wind

In the City of Oceanside (City), the summers are warm, arid, and clear, and the winters are long, cool, and partly cloudy. During summer months (early July through October), the average daily high temperature is above 74°F, and during the cooler, winter months (November through April), the average daily high temperature is below 67°F. The temperature varies throughout the year but is rarely below 38°F or above 83°F. Like much of Southern California, the City experiences seasonal variation in monthly rainfall throughout the year, with the wetter months lasting from November through April.

The project site, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area of the Earth. The predominant average hourly wind speed and direction in the City varies throughout the year. The prevailing wind pattern is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west-southwest (sea); at night, winds are from the northeast (land). During the summer season, the diurnal winds may average slightly higher than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The project site does not include topography or slope variations that would create unusual weather conditions, such as high wind velocities, that would lead to increased fire risk. However, the site is subject to seasonally strong winds, such as Santa Ana winds, which can result in periodic extreme fire weather conditions that occur throughout the City.

4.17.2 Regulatory Setting

Federal

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or "codes" unless adopted or referenced as such by the California Fire Code (CFC) or local fire agency.

International Fire Code

Created by the International Code Council, the International Fire Code addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage.[1] The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (these measures often include construction standards and specialized equipment). The International Fire Code uses a permit system (based on hazard classification) to ensure that required measures are instituted where applicable (ICC 2021a). The International Fire Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the CFC or the local fire agency.

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code Council (ICC 2021b) and is a model code addressing wildfire issues. The International Wildland–Urban Interface Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the CFC or the local fire agency.

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

[1] The International Fire Code is not a federal regulation, but rather a system of international requirements set by the International Code Council.

State

California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and provide requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and making the information available for public review. Further, local agencies must designate, by ordinance, VHFHSZs within their jurisdiction based on the recommendations of CAL FIRE.

Section 51182 sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, and building materials and standards. Among other requirements, defensible space consisting of 100 feet of fuel modification must be maintained on each side of a structure, but not beyond the property line, unless findings conclude that the clearing is necessary to significantly reduce the risk of structure ignition in the event of a wildfire. Clearance on adjacent property shall only be conducted following written consent by the adjacent owner. Further, trees must be trimmed from within 10 feet of the outlet of a chimney or stovepipe, vegetation near buildings must be maintained, and roofs of structures must be cleared of vegetative materials. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

California Fire Code

The CFC is Chapter 9 of Title 24 of the California Code of Regulations. It was created by the California Building Standards Commission and is based on the International Fire Code created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years. Chapter 11, Article II (Fire Prevention) of the City's Municipal Code provides the City's adopted amendments to the 2022 CFC.

California Department of Forestry and Fire Protection

CAL FIRE is tasked with reducing wildfire-related impacts and enhancing California's resources. CAL FIRE responds to all types of emergencies including wildland fires and residential/commercial structure fires. In addition, CAL FIRE is responsible for the protection of approximately 31 million acres of private land within the state and, at the local level, is responsible for inspecting defensible space around private residences. CAL FIRE is responsible for enforcing State of California fire safety codes included in the California Code of Regulations and the California Public Resources Code.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services; and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire resistant, and a society that is more aware of and

responsive to the benefits and threats of wildland fire, all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
2. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
3. Support and participate in the collaborative development and implementation of local, county and regional plans that address fire protection and landowner objectives.
4. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
5. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
6. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
7. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
8. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's roles and responsibilities during human-caused or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or resources of the state. This act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The California Natural Disaster Assistance Act is activated after a local declaration of emergency and the California Emergency Management Agency gives concurrence with the local declaration, or after the governor issues a proclamation of a state emergency. Once the act is activated, the local government is eligible for certain types of assistance, depending on the specific declaration or proclamation issued.

California Disaster and Civil Defense Master Mutual Aid Agreement

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide

mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever local resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The Oceanside Fire Department (OFD) participates in these mutual aid, automatic aid, and other agreements with CAL FIRE and surrounding fire departments. In some instances, the closest available resource may come from another fire department. The County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties.

Local

San Diego County Emergency Operations Plan

The San Diego County Emergency Operations Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The San Diego County Emergency Operations Plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The San Diego County Emergency Operations Plan also identifies sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

City of Oceanside Emergency Operations Plan

The City of Oceanside Emergency Operations Plan (EOP) provides an overview of emergency operational concepts, a system for emergency management organization, and a definition of the responsibilities for all agencies and individuals that have a role in emergency preparedness, response, recovery, and/or mitigation in the City. The City EOP provides City-specific information that is discussed on a larger scale in the San Diego County Emergency Operations Plan. The City's EOP was designed to follow the Standardized Emergency Management System and National Incident Management System (City of Oceanside 2016).

City of Oceanside General Plan

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long-range policies regarding seismic, flooding, and fire hazards, this element also includes a public safety plan. The public safety plan includes maps indicating areas that have increased susceptibility to these hazards, as well as relocation routes for use during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project.

4.17.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to wildfire are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to wildfire would occur:

1. 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?

4.17.4 Impacts Analysis

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

The City relies upon the EOP and the San Diego County Operational Area Emergency Plan. The City of Oceanside Emergency Operations Plan establishes a system for coordinating the prevention, preparedness, response, recovery, and mitigation phases of emergency management in the City. The plan defines responsibilities, establishes an emergency organization, defines lines of communication; it is part of the statewide Standardized Emergency Management System and the federal National Incident Management System. The proposed project alone does not have the capability to impair or physically interfere with the City's Emergency Operations Plan such that defined responsibilities, established emergency organization, or defined lines of communication are impacted.

The County's Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. The proposed project would not impair implementation of or physically interfere with the plan's mutual aid agreements, planned responses to disaster situations, or components of the Emergency Management Organization.

The project site is not located in proximity to the emergency operation centers identified in the City's EOP. As described above, the project site is located within a Local Responsibility Area VHFHSZ (CAL FIRE 2022c). Project implementation would replace a disturbed property that previously included a manufacturing building with a warehouse and distribution facility built to comply with the most recent California Building Standards Code. As discussed in Section 4.8, Hazards and Hazardous Materials, the project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access. Final site plans for the project would be subject to review by OFD prior to project development. The project would provide two access points for emergency responders from Benet Road (located west of the project boundary) and Alex Road (northeastern corner). As described in Appendix K to this EIR, it is recommended that OFD provide emergency response to the proposed project from Station 7.

Factors supporting this recommendation are the absorbable number of calls that would be anticipated as the project is built and the response time that is within range of local and national standards.

A Wildfire Evacuation Study was prepared for the project and is included as Appendix N to the Final EIR. The Wildfire Evacuation Study has been prepared to evaluate the project's consistency with relevant emergency evacuation plans and emergency response plans, disclose the prevention and minimization regulations and measures applicable to the project, and determine evacuation times for the existing and post-project conditions, as well as provide emergency preparedness information and resources to increase occupant preparedness and facilitate efficient evacuation in the event of an emergency. The Wildfire Evacuation Study provides additional support for the EIR analysis and determination that the project would not substantially impair an adopted emergency evacuation plan or emergency response plan.

The project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of OFD, as detailed in Section 4.13, Public Services, and Chapter 4.14, Traffic and Circulation. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

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

As described above, the project site is relatively flat property located within a VHFHSZ. The project would involve the redevelopment of a disturbed property that until recently included an outdated, vacant manufacturing building with a warehouse and distribution facility. The proposed project would be built to comply with the most recent California Building Standards Code, which include standards for building materials in the exterior design and construction of new buildings located within a fire hazard area.

The project site is located in a largely urban and developed area of the City; however, the San Luis Rey River is located just north of the project site. Although the project site is located adjacent to the San Luis Rey River corridor, which includes native vegetation that could present a wildfire risk, the San Luis Rey River Trail, located between the project site and the river corridor, provides a fuel break between the vegetation and the project site. Additionally, the proposed floodwall surrounding the entire project site would provide an additional barrier in the event of a wildfire within the San Luis Rey River corridor. Based on those factors, and compliance with building and fire code standards, the proposed project would not exacerbate wildfire or uncontrolled spread risks associated with the San Luis Rey River Corridor.

Wildfire hazards in southern California are at their greatest when Santa Ana winds—hot, dry, northeasterly winds—are blowing, usually in autumn. The risk of wildfire during the Santa Ana season is offset by the irrigation and maintenance of the landscaping, compliance with the California Building Code and CFC as adopted by the City, and by existing and proposed intervening features that separate the project site from the San Luis Rey River Corridor.

The preliminary site plans and emergency access for the project have been reviewed by OFD and would be in compliance with the applicable Fire Code. Due to existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards as part of the proposed development, implementation of the project is not expected to exacerbate wildfire

risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be **less than significant**.

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?

The project would connect to existing utility infrastructure already available to the project site. The project would not require installation of new roads, emergency water sources, power lines, or any overhead utility lines. Due to the project location, largely surrounded by existing development and roads, fuel breaks are not required. The proposed project includes a 100-foot biological buffer from the adjacent San Luis Rey River. The property owner would maintain the buffer area that is located within the property boundary (the northern portions of the property). This area would be landscaped with native and other plantings appropriate for the buffer. The area directly north of the property line is the San Luis Rey River Trail, which provides a physical divide from the actual riparian area in the San Luis Rey River.

Project development and associated on-site infrastructure would not exacerbate fire risks or result in temporary or ongoing impacts to the environment; therefore, impacts are determined to be **less than significant**.

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?

As described previously, although the project site is located in a VHFHSZ, the project would not exacerbate fire risk on the project site due to the developed and the relatively flat nature of the site and the nature of the proposed improvements, which will comply with all applicable fire code requirements. Due to the project site location and topography, the project would not be subject to nor expose others to downhill flooding or landslides resulting from a fire in the project area. As described in Section 4.6, Geology and Soils, potential impacts associated with significant landslides or large-scale slope instability at the project site are considered to be less than significant. The project would not 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. Therefore, impacts are determined to be **less than significant**.

4.17.5 Mitigation Measures

No significant impacts related to wildfire were identified; thus, no mitigation measures are required.

4.17.6 Level of Significance After Mitigation

As analyzed above, no significant impacts related to wildfire were identified; thus, no mitigation measures are required. Impacts related to wildfire as a result of project implementation would be **less than significant**.

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5 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are considered less than significant and do not require mitigation. The reasons for the conclusion of less than significant are discussed below.

5.1 Agriculture and Forestry Resources

A significant impact related to agriculture and forestry resources would occur if the project would:

A. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
B. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
D. Result in the loss of forest land or conversion of forest land to non-forest use.
E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

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

The project site has been developed and does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-up Land (DOC 2022). As such, the proposed project would have **no impact** to the above referenced farmland resources.

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

The project site is 31.79 acres and until its recent demolition was developed with an industrial manufacturing building. The project site is located in the Airport Neighborhood Planning Area of the City of Oceanside. The project site is zoned Limited Industrial and is not used for agricultural purposes. As described previously, according to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-up Land (DOC 2022). In addition, the City of Oceanside General Plan does not identify any active Williamson Act contracts, let alone a Williamson Act contract applicable to the project site (City of Oceanside 2002). Therefore, the project would result in **no impact** as it relates to the above significance threshold.

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

The project site does not contain any timber or forest resources and does not meet the criteria for forest land or timberland as defined in the above significance threshold. The project site is surrounded by residential, open space, and industrial and commercial uses in an area that has no timberland zoning. Additionally, the U.S. Department of Agriculture's Forest Service Forest Finder does not identify any forest lands within the project site or surrounding areas (USDA 2022). Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, and **no impact** would occur.

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

Please refer to the response to Threshold (c) above. There are no forest lands on the project site or within the project vicinity. The proposed industrial project does not involve activities that would result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the project would have **no impact** as it relates to the above threshold.

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

Please refer to the responses to Thresholds (a) through (d) above. As no agricultural farmland or forest land resources are located on or in the vicinity of the project site, and the proposed project would not involve other changes in the existing environment that, due to their location or nature, could result in the conversion of farmland to nonagricultural use or the conversion of forest land to nonforest use, the proposed project would have **no impact** related to the conversion of Farmland or forest land.

5.2 Mineral Resources

A significant impact related to mineral resources would occur if the project would:

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.

Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As mandated by the Surface Mining and Reclamation Act of 1975, the California State Mining and Geology Board classifies the state's mineral resources with the Mineral Resource Zone system. This system includes identification of presence/absence conditions for meaningful sand and gravel deposits. The project site is located within Mineral Resource Zone 3, which is designated as areas containing mineral deposits, the significance of which cannot be evaluated from available data.

According to the Environmental Resource Management Element of the City's General Plan, there are two major areas of mineral deposits within the City: one containing construction-quality sand suitable for

concrete and plaster, and the other containing silica sand primarily used in glass manufacturing (City of Oceanside 2002). According to the Land Use Element of the City's General Plan, the project site is not within a designated mineral resource area (City of Oceanside 2002). As the project site is not the location of a known mineral resource that would be of value to the region and the residents of the state, the proposed project would have **no impact** as it relates to the loss of availability of that resource.

Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Please refer to the response to Threshold (a) above. The project site is not within a locally important mineral resource recovery area identified by the General Plan or other local land use planning documents (City of Oceanside 2002). As the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan, **no impact** would occur.

5.3 Recreation

A significant impact related to recreation would occur if the project would:

A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
B. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

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?

The project would construct a light industrial building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area as discussed in Section 4.12 of this EIR. Although development of the project would employ approximately 499 people, employees would not reside on site, and not all employees are expected to be new to the area and/or new users of the City's recreational facilities. The proposed project is consistent with the underlying land use and zoning for the property. As outlined in Table 4.10-1 in Chapter 4.10 of this EIR, project implementation would not conflict with any of the City's General Plan policies or goals, including growth patterns identified in the Housing Element. As consistency with the General Plan was assumed in calculating growth and development projections for the 2021 Regional Plan, implementation of the project would result in planned growth and would not cause development in excess of that anticipated in local plans or increases in population/job growth beyond those contemplated by the San Diego Association of Governments. As such, the project would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant**.

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?

The project would construct a light industrial building and associated improvements. The project would build common spaces for employees and landscaped areas on site to enhance these spaces and soften the overall site environment. Any adverse physical effects on the environment associated with those improvements are addressed elsewhere in this EIR. However, the project is an industrial use and does not propose any recreational facilities that might have an adverse physical effect on the environment. For the reasons addressed under Threshold (a), the project does not require the construction or expansion of recreational facilities. Therefore, project impacts with respect to this significance threshold would be **less than significant**.

6 Cumulative Effects

6.1 Introduction

The California Environmental Quality Act (CEQA) requires an environmental impact report (EIR) to include an analysis of cumulative impacts. The purpose of this section of the EIR is to explain the methodology for the cumulative analyses and present the potential cumulative effects of the Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project).

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. The discussion of cumulative impacts "need not provide as great detail as is provided for the effects attributable to the project alone," but instead is to be "be guided by standards of practicality and reasonableness" (Guidelines Section 15130[b].) The discussion should also focus only on significant effects resulting from the project's incremental effects and the effects of other projects. According to Section 15130(a)(1), "an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

6.2 Methodology

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

(A) a list of past, present, and probable activities producing related or cumulative impacts; or

(B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Due to the differing nature of cumulative effects and the associated cumulative study areas for each environmental topic, the approach method utilized is discussed in each section below.

6.3 Cumulative Projects

Based on information provided by the City of Oceanside (City) and the cumulative projects used in the Local Transportation Study, prepared by LOS Engineering Inc. (Appendix I), a list of cumulative projects under consideration for this analysis is presented in Table 6-1.

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Size	Status
Airport Hotel	Hotel	86-room hotel located on the southwest corner of SR-76 and Airport Road.	Approved
Alta Oceanside	Mixed-Use residential	A mixed-use project with 309 multifamily units and 5,800 sf of high-turnover restaurant space located on the west side of North Coast Highway, adjacent to Costa Pacifica Way.	Approved
Concordia Collection at Cypress Point	Residential	A residential subdivision with 54 homes to be located at the terminus of Pala Road and Los Arbolitos Boulevard.	Approved
El Corazon Specific Plan	Mixed-Use	A mixed-use project with commercial, retail, hotel, residential, and recreation facilities on 465 acres. The site is generally bound by Mesa Drive to the north, Rancho del Oro Drive to the east, Oceanside Boulevard to the south, and El Camino Real to the west.	Approved
North River Farms	Mixed-Use	A mixed-use project with up to 689 homes; 25,000-sf commercial space; 5,000-sf restaurant space; 30 acres of farm use; and 100-room hotel located on North River Road east of Stallion Drive. This cumulative project is included based on the May 2021 court ruling upholding the project approval and to keep the analysis more conservative.	Approved
Ocean Kamp	Mixed-Use	A mixed-use project with up to 700 residential units; a 300-room hotel; approximately 126,000 sf of retail/commercial uses; and a wave lagoon. Located east of Foussat Road, off Ocean Point Road.	Approved
Oceanpointe	Residential	A residential subdivision with up to 200 multifamily homes generally located south of SR-76 midway between Stage Coach Road and San Ramon Drive.	Approved
~~Oceanside + Melrose~~Melrose Heights	Mixed-Use	A mixed-use project with 313 homes; 10,000-sf restaurant space; and 10,000-sf office space.	Approved

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Size	Status
OnPoint Oceanside	Commercial	Commercial center with a gas station including 3,000-sf food mart and car wash; 7,980-sf retail space; 2,500-sf fast food restaurant space; and 2,320-sf high-turnover restaurant space generally located on the southwest corner of SR-76 at Foussat Road.	Approved
Tierra Norte Residential Development Plan	Residential	Residential project with up to 400 homes located at 4617 and 4665 North River Road. The project was previously referred to as North River Road Residential Subdivision (Kawano-Nagata).	Approved
Villas at Mission San Luis Rey	Residential (retirement community)	222-unit retirement community located on the north side of Mission Avenue between Douglas Drive and Rancho Del Oro.	Approved
Eddie Jones Historical Manufacturing Warehouse	Industrial warehouse	The previous use on the proposed project site was a 172,305-sf manufacturing warehouse. This use was included in the cumulative analysis to provide a conservative analysis.	Vacated/Demolished

Source: Appendix I.
Notes: SR- = State Route; sf = square foot.

6.4 Cumulative Impact Analysis

6.4.1 Aesthetics

Projects contributing to a cumulative aesthetic impact include those within the project viewshed. The viewshed encompasses the geographic area within which the viewer is most likely to observe the proposed project and surrounding uses. Typically, this is delineated based on topography, as elevated vantage points, such as from scenic vistas, offer unobstructed views of expansive visible landscapes. Cumulative aesthetic impacts would occur if projects combined to result in substantial adverse impacts to the visual quality of the environment and/or to increase sources of substantial lighting and glare.

The proposed project would alter the existing visual character of the site by redeveloping the site with a new 566,905-square-foot warehouse and distribution facility on the 31.79-acre project site. These visual changes would be most evident for residents off Toopal Drive, across the San Luis Rey River; users of the bike/pedestrian trail along the project site's northern boundary; motorists on Benet Road; and from Oceanside Municipal Airport. However, the entirety of the immediate project vicinity is developed, and the proposed project would be consistent with adjacent land uses, the General Plan, and zoning designation for the project site. As described in Section 4.1, Aesthetics, of this EIR, the project site is not located within the public viewshed of any of the identified visual open space areas listed in the City's General Plan, with the exception of the San Luis Rey River corridor. Due to the

heavy vegetation along the bank of the San Luis Rey River just north of the elevated bike trail, existing views of the river corridor are not available from the project site, and proposed development on site would not block existing views of the San Luis Rey River corridor for the residential community to the north.

The Ocean Kamp project is the closest cumulative project to the proposed project, located just east of the project site, off Foussat Road and Ocean Point Road. The development of the Ocean Kamp cumulative project and the proposed project would result in a visual change to the immediate area, with an increase in housing, hotel, and mixed uses on the currently vacant Ocean Kamp site, and the increased industrial building footprint on the proposed project site. However, both the Ocean Kamp cumulative project and the proposed project are surrounded by existing development in an urban area of the City: industrial, commercial, and residential developments, as well as the Oceanside Municipal Airport. The proposed project would be visually consistent with the surrounding land uses and the existing industrial development on site. Similar to the proposed project, all cumulative projects are required to participate in the City's design review process, which includes both review of the proposed landscaping plan and a consistency finding with regard to proposed building design, mass, bulk, and height in the context of the existing landscaping.

The project would introduce a new source of light and glare to the project area in comparison to existing conditions. The cumulative projects are also anticipated to contribute new sources of light and glare as projects are constructed. Each cumulative project would be required to address the effects of light and glare on sensitive receptors and provide mitigation, as necessary. As described in Section 4.1, Aesthetics, the project site is surrounded by existing transportation corridors, industrial uses, and commercial uses, and is adjacent to the Oceanside Municipal Airport. In addition, the project would not be anticipated to result in substantial light and glare because proposed architecture does not include the use of reflective building materials and finishes, reflective lighting structures, or metallic surfaces. In addition, the proposed project and each cumulative project would be required to comply with the City of Oceanside Municipal Code Chapter 39 Light Pollution Regulations.

The proposed project would have no substantial impact on a scenic vista or City-protected scenic resource, would not adversely impact the visual character of the area, and would not introduce a substantial new source of lighting or glare. Therefore, cumulative impacts related to aesthetics would be **less than significant**.

6.4.2 Air Quality

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and San Diego Air Pollution Control District develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. The San Diego Air Basin has been designated as a federal nonattainment area for ozone, and a state nonattainment area for ozone and particulate matter (particulate matter less than or equal to 10 microns in diameter [PM_{10}] and particulate matter less than or equal to 2.5 microns in diameter [$PM_{2.5}$]). PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts.

The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the San Diego Air Basin. As outlined in Section 4.2, Air Quality, the emissions of all criteria pollutants from the project's construction would be below the significance levels after implementation of mitigation measure (MM) **MM-AQ-1**, which requires use of low-VOC (volatile organic compound) paints for interior

coatings. Construction would be short term, temporary in nature, and activities would be considered typical of an industrial project. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the project would not result in emissions that exceed significance thresholds for any criteria air pollutant. As such, the project would result in less-than-significant impacts to air quality.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the State Implementation Plan (SIP) and Regional Air Quality Standard (RAQS) serve as the primary air quality planning documents for the state and San Diego Air Basin, respectively. The SIP and RAQS rely on San Diego Association of Governments (SANDAG) growth projections based on population, vehicle trends, and land use plans developed by the cities and by San Diego County as part of the development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As outlined in Appendix B, the project is consistent with the SANDAG growth projections. Thus, it would be consistent at a regional level with the underlying growth forecasts in the SIP and RAQS.

As a result, the project would not result in a cumulatively considerable contribution to air quality, and cumulative impacts for construction and operation would be **less than significant** for the project.

6.4.3 Biological Resources

The cumulative biological study area is the area covered by the Oceanside Subarea Plan (City of Oceanside 2010). No direct impacts to special-status plant or wildlife species would occur; therefore, the proposed project would not contribute to any cumulative sensitive-species impacts. Indirect impacts would be mitigated to less than significant through implementation of **MM-BIO-1** through **MM-BIO-4**. The project would implement standard best management practices, which would avoid contributions toward a cumulative indirect impact to special-status wildlife species and sensitive habitats. As with all other projects, the proposed project would be required to comply with the California Fish and Game Code and Migratory Bird Treaty Act to avoid impacts to nesting birds. Therefore, the project is not anticipated to result in significant cumulative impacts to regional biological resources. Cumulative impacts related to biological resources would be **less than significant.**

6.4.4 Cultural Resources

According to CEQA, the importance of cultural resources comes from their research value and the information they contain. By preserving and protecting these cultural resources we can prevent the loss of valuable historical and cultural elements that contribute to our understanding of the community's heritage. The cumulative study area includes the project area of potential effect and cumulative project sites.

As identified in Section 4.4, Cultural Resources, no historic resources exist at the project site. Thus, no impact to historic resources would occur with implementation of the proposed project. It is expected that cultural resources studies would be prepared for all cumulative projects to assess potential impacts, and that these projects would avoid or mitigate impacts to historic resources, as required by local jurisdictions and state law.

As there are no cultural resources in the area of potential effect, no historical resources, as defined under CEQA, will be impacted by the project. This includes no direct, indirect, or cumulative impacts. Despite no significant archaeological resources being identified within the project site, to further ensure project development would not

result in potential impacts to cultural resources, the proposed project would implement the City's standard cultural resources mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR.

It is expected that cultural resources studies would be prepared for all other cumulative projects to assess potential impacts, and that these projects would similarly avoid or mitigate impacts to cultural resources, as required by local jurisdictions and state law. All significant cultural resource-related impacts associated with cumulative projects would be mitigated on a project-by-project basis. Therefore, cumulative impacts related to cultural resources are determined to be **less than significant**.

6.4.5 Energy

Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy within the San Diego region. This could result from development that would not incorporate sufficient building energy-efficiency features, would not achieve building energy-efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis; this includes existing aging structures that are energy inefficient. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

As described in Section 4.5, Energy, the proposed project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary use of energy, due to implementation of various design features, including installing electric vehicle charging stations, installing solar panels on buildings, reducing landscaping water use, and planting trees, that would be required of the proposed project. The project site is located in an area that is served by existing utilities and public services. The project would result in an increase in local consumption of both electricity and natural gas. However, the proposed project's energy demands would be consistent with the anticipated level of economic development and growth in the region, and San Diego Gas and Electric would have sufficient available capacity to serve the proposed project, as they served the previous industrial building on site.

Like the project, cumulative projects would be subject to the California Green Building Standards, which provides energy efficiency standards for commercial and residential buildings. Over time, the California Green Building Standards would implement increasingly stringent energy efficiency standards that would require the project, and the cumulative projects, to minimize the wasteful and inefficient use of energy. In addition, cumulative projects would be required—at a minimum—to meet Title 24 building standards, further avoiding the inefficient use of energy. Furthermore, various federal and state regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand of cumulative projects.

In summary, the proposed project contains energy-efficiency design features, would comply with applicable regulatory standards for the enhancement of energy efficiency, and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy and would not result in a cumulatively considerable contribution to a potential cumulative impact. Cumulative impacts related to energy would be **less than significant**.

6.4.6 Geology and Soils

Due to the localized nature of geology and soils, cumulative projects would address potential impacts to geology and soils on a project-by-project basis, as potential geologic hazards and soil composition vary by site. Each cumulative project would be required to assess individual and site-specific geologic conditions, which would inform construction and development of each site. All cumulative development would be subject to similar requirements to those imposed and implemented for the proposed project and would be required to adhere to applicable regulations, standards, and procedures.

As analyzed in Section 4.6, Geology and Soils, project impacts related to earthquakes, seismic-related ground shaking and ground failure, liquefaction, landslides, erosion, lateral spreading, expansive soils, and water disposal systems were determined to be less than significant.

Development of the proposed project would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata could result in potentially significant impacts to paleontological resources. However, with implementation of proposed recommendations in the geotechnical report and implementation of the City's standard cultural resource mitigation measures, potential impacts to paleontological resources would be reduced to a less-than-significant level.

While some of the projects on the cumulative list are located in areas that may contain paleontological resources, the presence of these resources is typically unknown prior to construction, and it is expected that mitigation measures would be included with approval of cumulative projects to ensure that impacts to paleontological resources are minimized.

As implementation of the proposed project would not result in any significant impacts to geology and soils on the project site, and all cumulative projects would be required to analyze site-specific conditions and implement recommendations or mitigation, cumulative impacts related to geology and soils would be **less than significant**.

6.4.7 Greenhouse Gas Emissions

A cumulative impact refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. Pursuant to CEQA Guidelines Section 15130(b)(1)(A)(B), an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect.

Due to the global nature of the assessment of greenhouse gas (GHG) emissions and the effects of global climate change, GHG emissions analysis, by its nature, is a cumulative impact analysis. Therefore, the information and analysis provided in Section 4.7, Greenhouse Gas Emissions, to determine project-level impacts applies here. Based on the results of that analysis, the project's contribution to global climate change would not be cumulatively considerable.

This approach is consistent with the supporting documentation published by the California Natural Resources Agency when promulgating the Senate Bill 97-related CEQA amendments, which indicated that the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA

2009a). The California Natural Resources Agency similarly advised that an environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b). The adopted CEQA Guideline (14 CCR 15064.4) confirms that the analysis of climate change impacts is cumulative and, in the most recent update to the Guidelines, text was added to Section 15064.4 to clarify as much (CNRA 2019). Section 15064.4 now states, "In determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change."

The project would not contribute to a significant cumulative impact by generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment or by conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Cumulative impacts related to GHG emissions would be **less than significant**.

6.4.8 Hazards and Hazardous Materials

Past, current, and reasonably foreseeable projects in the region will result in the use and transport of incrementally more oils, greases, and petroleum products for operational purposes. Although these could be subject to accidental spillage, there is no quantifiable cumulative effect because accidents are indiscriminate events, not related or contributory to one another. Provided that individual projects adhere to current laws governing storage, transportation, and handling of hazardous materials, no significant cumulative hazards or threats to human health and safety are anticipated. In addition, any cumulative project would be required to identify existing hazardous materials on site and comply with existing regulations related to use, transport, and disposal of hazardous materials. Similarly, all cumulative projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan if impacts are identified.

During construction of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris, landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration requirements, Hazardous Waste Control Act, California Accidental Release Prevention, and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. The project would involve redevelopment of the site with a new industrial building. As analyzed in Section 4.8, Hazards and Hazardous Materials, of this EIR, it was determined that the project would not result in significant impacts related to hazards and hazardous materials.

With regard to wildfire hazards, any of the cumulative projects proposed within a Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting the standards of the various fire codes in effect at the time of building permit issuance. For projects within the City, these requirements are implemented through preparation of and compliance with a fire protection plan, which is reviewed and approved by the fire marshal.

Similar to the proposed project, cumulative projects would be required to analyze specific impacts related to hazards and hazardous materials and to remediate any hazardous conditions that could occur. Project impacts related to hazards and hazardous materials were determined to be less than significant, and therefore the project would not combine within any cumulative projects in a manner that would increase potential exposure to hazards. Therefore, cumulative impacts related to hazards and hazardous materials would be **less than significant**.

6.4.9 Hydrology and Water Quality

The proposed project and cumulative projects would result in an increase of impervious surfaces in the area. More specifically, other large development projects nearby would result in conversion of large pervious areas to impervious areas. This would potentially result in increased surface runoff, alteration of the regional drainage pattern, and flooding. However, like the proposed project, each individual project applicant would be required to hydrologically engineer the respective cumulative project sites to ensure that post-development surface runoff flows can be accommodated by the regional drainage system.

The project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River mouth. These water bodies are impaired by enterococcus, total coliform, indicator bacteria, chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen, toxicity, and indicator bacteria. Total maximum daily loads (TMDLs) have been accordingly established to address these pollutants for these impaired water bodies. Considering the downstream waters are impaired by these pollutants, the potential pollutants of concern that may be generated by the project include nutrients, indicator bacteria, sedimentation/siltation, and toxicity. In accordance with regulations, a stormwater quality management plan has been prepared to address the project's operational impacts to water quality and the potential pollutants of concern.

The proposed project, in conjunction with other future projects, may affect water quality on a cumulative scale; however, future projects are required to comply with applicable federal, state, and City regulations for stormwater and construction discharges, including the implementation of best management practices (BMPs), which would reduce cumulative impacts to water quality to a level below significance. As outlined in Section 4.9, Hydrology, implementation of the project would not result in impacts related to water quality, drainage and stormwater capacity, flooding, or groundwater. The proposed project would implement BMPs and project-specific measures outlined in the project-specific Stormwater Quality Management Plan and Preliminary Hydrology Study (Appendices F and G, respectively) to reduce potential effects. The proposed project would be in compliance with state and City water quality standards. All cumulatively considered projects would be subject to the same federal water quality standards and state waste discharge requirements as the proposed project. This includes preparation of project-specific stormwater pollution prevention plans per the National Pollutant Discharge Elimination System permit program and implementation of associated BMPs to prevent construction-related runoff from polluting receiving waters.

By incorporating proposed BMPs and recommendations of the project-specific Stormwater Quality Management Plan, Preliminary Hydrology Study, and Stormwater Pollution Prevention Plan into the project design, the proposed project would not substantially contribute to a significant cumulative impact to water quality. Therefore, cumulative impacts related to hydrology and water quality would be **less than significant.**

6.4.10 Land Use and Planning

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space or

to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects in the immediate vicinity are subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The project site is zoned IL–Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). Surrounding areas to the project site are zoned Limited Industrial (to the south, east, and west), and residential, including RS (Single-Family Residential District) and RM-A (Medium Density A District; north of the project site on the north side of the San Luis Rey River). Additional Light Industrial and Commercial zones are located alongside State Route 76, which is less than a mile south of the project site. Proposed development would be consistent with the City's land use and zoning designations for the site.

As described in Section 4.10, Land Use and Planning, the project would request approval of a development plan, which will present specific lot configurations for the site. The development plan application will address the complete redevelopment of the project site. The proposed wholesaling, distribution, and storage facilities with trucking terminals require approval of Conditional Use Permits to be established in the IL zoning district pursuant to the Oceanside Zoning Ordinance. A variance is also requested to allow small height increases for portions of the floodwall designed to surround the property.

As outlined in Table 4.10-1 in Section 4.10, the proposed project would be consistent with the overarching goals of the City's General Plan, with approval of the request for Conditional Use Permits, development plan, and a request for a variance. In addition to the City's General Plan, the proposed project would also be consistent with the City's zoning ordinance, municipal code, and applicable plans and polices described in the impact analysis of Section 4.10. The proposed project would not result in any significant unavoidable impacts that could further impact land use.

All cumulative projects would be subject to similar criteria as the proposed project, which would ensure compliance with existing applicable land use plans with jurisdiction over the project area. Any cumulative projects that propose amendments to the General Plan or zoning ordinance would be required to show that proposed uses would not result in significant environmental impacts due to a conflict with applicable policies, in a similar way to the proposed project. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Similar to the proposed project, final site plans of all cumulative projects would be subject to review and approval by the City. Since all current and future projects would be analyzed for compatibility and compliance with land use regulations prior to approval, cumulative impacts related to land use and planning are determined to be **less than significant**.

6.4.11 Noise

Noise levels tend to diminish quickly with distance from a source. Therefore, the geographic scope of the analysis of cumulative impacts related to noise is limited to locations immediately surrounding and in close proximity to the project site.

Table 4.11-7 in Section 4.11, Noise, models roadway traffic noise from existing plus cumulative noise levels, and existing plus cumulative plus project noise levels. As determined in the Noise Technical Report prepared for the project and Section 4.11 of this EIR, the addition of proposed project traffic to the roadway network would result in an increase in the Community Noise Equivalent Level of less than 3 decibels, which is below the discernible

level of change for the average healthy human ear. Thus, a less-than-significant impact is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity. All noise-related impacts as a result of project implementation were found to be less than significant.

Similar to the proposed project, cumulative projects would include construction and operation noise-reduction measures to reduce any potentially significant noise impacts to a level below significance, where feasible. development plans for cumulative projects would be required to outline mitigation measures, design features, and required regulatory compliance. Implementation of project-specific mitigation and design features would ensure cumulative noise impacts would remain at a **less-than-significant** level.

6.4.12 Population and Housing

The geographic context for the analysis of cumulative impacts associated with population and housing consists of the City, which is consistent with how population is addressed and planned for by the City of Oceanside General Plan and Regional Housing Needs Assessments (SANDAG 2020). Cumulative projects in addition to the proposed project could result in both direct and indirect cumulative impacts to population and housing in the City. Projects that include residential development could result in direct impacts to population growth in the City, and nonresidential projects located on undeveloped land could result in indirect growth due to the need for new roads and/or utilities, or for the expansion of existing infrastructure.

Cumulative projects outlined in Table 6-1 include both residential and mixed-use development projects. The introduction of a new population is not, in and of itself, a significant impact. As with a project-level analysis, the significance of a cumulative population impact is determined by whether the population growth resulting from the combined cumulative projects would be considered to induce substantial unplanned population growth in the area. Similar to the City, the neighboring jurisdictions manage population growth and housing stock to meet their Regional Housing Needs Assessment requirements. All cumulative projects would be required to prepare an environmental document addressing potential impacts to population and housing and to comply with the City's General Plan Housing Element and City ordinances related to housing, and would be subject to applicable development fees. Compliance with City regulations and fees would ensure that cumulative impacts related to population and housing are adequately addressed.

As discussed in Section 4.12, Population and Housing, the proposed project includes development of a new 566,905-square-foot warehouse and distribution facility, which would have the potential to employ approximately 590 people. The project site is zoned IL – Limited Industrial, corresponding with the General Plan designation of Light Industrial (LI). The existing land use designation and zoning allows for a wide range of industrial uses, including warehouse, storage, and distribution facilities. The proposed project is consistent with the underlying land use and zoning for the project. Implementation of the project would not result in development in excess of that anticipated in local plans or increases in population/job growth beyond those contemplated by SANDAG. Although the project would directly lead to additional employment growth within the City, the increase in population is accounted for in SANDAG's growth projections. The project would not lead to indirect growth, as the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. The surrounding area already includes land developed or designated for limited industrial uses and mixed-use residential uses. It is determined that implementation of the project would not induce substantial unplanned population growth in the developed area. For these reasons, cumulative impacts related to population and housing are determined to be **less than significant**.

6.4.13 Public Services

As detailed in Section 4.13, Public Services and Facilities, the proposed project would involve an incremental increase in demand for public services. As analyzed in Section 4.13, the project would be adequately served by existing police and fire protection services. Due to the industrial nature of the project, impacts to existing school and park facilities are not anticipated. The project would not require new or expanded facilities to serve the site that would cause physical environmental impacts.

The projects in the cumulative project list, including land development projects that will allow considerable growth in the City, would contribute to a cumulatively considerable increase of use of public services. However, these projects would be required to analyze such project-specific impacts to public services and availability of services, and to provide will-serve letters as required. In addition, the cumulative projects and the proposed project would each be required to pay development impact fees, school facilities fees, and in-lieu park fees, as stipulated by the City of Oceanside Municipal Code and California Government Code Section 65996. These regulations would ensure that impacts would remain below a level of significance. Therefore, the proposed project, in combination with the cumulative projects, would not result in a cumulative considerable impact related to public services and facilities, and cumulative impacts would be **less than significant**.

6.4.14 Traffic and Circulation

Future potential development of the project site, in addition to cumulative projects in the study area, could result in cumulative impacts related to transportation and circulation. The Local Transportation Study prepared for the proposed project analyzed cumulative projects in the study area that would add traffic to the local circulation system in the near future, in combination with the proposed project. Cumulative impacts considered in the Local Transportation Study included the Ocean Kamp Project, included in Table 6-1. The Ocean Kamp cumulative project is proposing roadway and access improvements along Foussat Rd and State Route (SR-)76. Ocean Kamp's improvements along Foussat Road were included in the near-term roadway conditions, as these improvements are within City jurisdiction and required for their access. Ocean Kamp's SR-76 proposed improvements on SR-76 were not included, as this is within California Department of Transportation jurisdiction and cannot be assured to be implemented.

As analyzed in Section 4.14, implementation of the proposed project would result in an impact at Intersection No. 5 – SR-76/Benet Road under Near-Term (Existing + Cumulative + Project) and Horizon Year 2030 plus Project. Project implementation of **MM-TRA-1** would reduce cumulative impacts to a less-than-significant level through implementation of a Voluntary Employer Commute Program in order to reduce tripsa fair share payment.

It is expected that traffic reports fully analyzing project-specific impacts on site and within their respective study areas would be prepared for all cumulative projects consistent with City guidelines. These reports would be expected to provide mitigation measures, design features, or improvements recommendations to address any potentially significant impacts. Furthermore, all cumulative projects would be required to comply with applicable City regulations related to transportation and circulation, as the proposed project does. As proposed project mitigation would reduce traffic-related impacts to a less-than-significant level, it is determined that cumulative impacts to transportation as a result of project implementation would be **less than significant**.

6.4.15 Tribal Cultural Resources

Each cumulative project subject to Assembly Bill 52 would require tribal consultation on a case-by-case basis to identify any potential Tribal Cultural Resources affected by each cumulative project. As discussed in Section 4.15, Tribal Cultural Resources, the discovery of Tribal Cultural Resources within the project site is not anticipated and mitigation is not required. However, to further ensure project development would not result in potential impacts to Tribal Cultural Resources, the proposed project would implement the City's standard cultural resources mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR. It is anticipated that each cumulative project would require mitigation to reduce potentially significant impacts to Tribal Cultural Resources to a level below significance. With implementation of project-specific mitigation and compliance with applicable regulations related to Tribal Cultural Resources, cumulative impacts would be **less than significant**.

6.4.16 Utilities and Service Systems

As with public services, cumulative impacts to utilities and services systems would result when projects combine to increase demand for utilities and service systems such that additional facilities must be provided or expanded. As with many other environmental issue areas, impacts to utilities may be less than significant at a project level, but when combined with other projects, effects could lead to a cumulative impact. The proposed project, in combination with cumulative projects, would result in an increase in water demand, wastewater generation, and solid waste generation. As discussed in Section 4.16, Utilities and Service Systems, the City, as the provider of water and wastewater facilities, would confirm availability of adequate water and wastewater treatment capacity prior to approval of the proposed project and cumulative projects. This, in conjunction with provision of any required developer impact fees proportionate to the increase in demand, would minimize impacts to utilities and service systems. Each cumulative project would be required to provide developer impact fees and undergo similar approval at the discretion of the City. As analyzed in Section 4.16, implementation of the proposed project would not result in significant impacts related to water or wastewater supply or capacity, nor to storm drainage or solid waste capacity. The proposed development would be adequately served by existing City facilities and would not require expansion of water, wastewater, storm drain, or solid waste facilities. Therefore, it is determined that cumulative impacts related to utilities and service systems would be **less than significant**.

6.4.17 Wildfire

The project area, like all of San Diego County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, most-vulnerable project areas, and significant ignition sources, among others. The California Department of Forestry and Fire maintains the Fire and Resource Assessment Program database, which was used to evaluate the project site's fire history to determine whether large fires have occurred in the project area, and thus the likelihood of future fires.

As described in Section 4.17, Wildfire, the project site is located within a Very High Fire Severity Zone, which is subject to increased fire risk. The project would involve the redevelopment of the site from a vacant manufacturing building to a warehouse, distribution, and storage facility, with an increased building footprint. Compared to the previous manufacturing facility at the site, the proposed project would be built with the most recent California Building Standards Code, which include standards for building materials in the exterior design and construction of new buildings located within a fire hazard area.

The project site and cumulative projects are located in an urban and developed area of the City. However, the San Luis Rey River is located just north of the project site. Although the project site is located adjacent to the San Luis Rey River corridor, which includes native vegetation that could experience a relatively small-scale wildfire risk, the San Luis River Trail provides a fuel break between the vegetation and the project site, and the proposed project land uses would not exacerbate that risk. Additionally, the proposed project includes a 100-foot wetland buffer from the adjacent San Luis Rey River. As discussed in Section 4.8, Hazards and Hazardous Materials, the proposed project would not conflict with the regional or San Diego County emergency response plans, and the Oceanside Fire Department has determined the site would have adequate emergency access.

Final site plans for the proposed project and all cumulative projects would be subject to review and approval by the Oceanside Fire Department prior to project development. All cumulative projects would be required to assess wildfire risk at the development site and in the surrounding area and to provide mitigation, as necessary. As the proposed project would not result in significant impacts related to wildfire, cumulative impacts are determined to be **less than significant**.

7 Other CEQA Considerations

This chapter includes the following other considerations that are required in an environmental impact report (EIR):

- Growth inducement (Section 7.1)
- Significant and irreversible environmental effects (Section 7.2)
- Significant and unavoidable environmental impacts (Section 7.3)

7.1 Growth Inducement

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the proposed Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) be discussed. This CEQA Guideline states that the growth-inducing analysis is intended to address the potential for a project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Further, the Population and Housing section of the CEQA Appendix G Checklist also mandates that a CEQA document address a proposed project's likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may either facilitate planned growth or induce unplanned growth. Facilitating planned growth relates to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing unplanned growth relates to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environment, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed throughout this EIR, the project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the light-industrial building and associated improvements. As described in Section 4.12 of this EIR, Population and Housing, the project would introduce approximately 1,425 construction-related jobs. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely range from approximately 50 to 100 workers on a daily basis.

The proposed project would directly facilitate growth through development of a warehouse, manufacturing, and distribution facility that could permanently employ approximately 499 people. The proposed project's creation of jobs could introduce new residents or relocate residents already within the area.

The City of Oceanside General Plan designates the site as Light Industrial. The existing land use designation and zoning allows for wide range of industrial uses, including warehouse, storage, and distribution facilities. The proposed project is consistent with the underlying land use and zoning for the project. As outlined in Section 4.12 of this EIR, the San Diego Association of Governments forecast of job growth for the City and the San Diego region from 2010 to 2050 estimates that the City's job growth is projected to be faster than growth projected in the San Diego region until 2035. The proposed project would generate approximately 1,425 temporary construction jobs and approximately 499 permanent jobs in operation. As described in the City's General Plan Economic Development Element, Oceanside continues to provide fewer job opportunities than most other cities in the region. The project's temporary and permanent increase in population from employment opportunities is accounted for in San Diego Association of Governments growth projections and would assist with the City's employment deficits. Implementation of the project would be consistent with land use and development anticipated by local plans, and thus would not lead to increases in population/housing growth beyond those contemplated by the San Diego Association of Governments and the City.

Construction of the proposed project would generate an economic stimulus from activities such as the use of building materials, employment of construction workers, and the introduction of new or relocated consumer demand in the area. Again, the project is consistent with local and regional plans, so any temporary employment created by the project is already contemplated. The proposed project would not introduce a population beyond what is planned for the City and the region.

The project would not lead to indirect growth due to the extension of new or upsizing of existing infrastructure, as the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The project is located in a largely built-out area of the City. Utilities and infrastructure required for the project already exist at the project site, and the project would connect to the existing public mains. New services and laterals required for the project would only serve the proposed project site. The project does not remove obstacles to growth by extending infrastructure to new areas, nor would it result in significant adverse environmental impacts beyond those analyzed in this EIR due to the expansion of infrastructure such as water supply facilities, wastewater treatment plants, roads, or freeways. The project would include utility improvements; however, these upgrades would not increase the capacity of existing infrastructure but rather would only serve the project by upgrading proposed project connection points consistent with City standards.

Accordingly, the project could cause population growth through new job opportunities. However, as outlined in Section 4.2, Air Quality, and this chapter of this EIR, this growth falls within City and regional growth projections for population and housing. The project would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required outside of the project site. For these reasons, the project is not considered to be significantly growth inducing.

7.2 Significant Irreversible Effects

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in EIRs either (1) when considering the adoption of an amendment of a local plan, policy, or ordinance; (2) the adoption by a local agency formation commission of a resolution making determinations; or (3) when the project is subject to the National Environmental Policy Act and requires an environmental impact statement. This project does not involve any of those activities and as such, this analysis is not required and is appropriately not provided herein.

7.3 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 5, Effects Found Not To Be Significant, analyzes and discusses the CEQA topic areas where the project will not have a significant impact. Chapter 4, Environmental Analysis, describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in potentially significant impacts to air quality, biological resources, cultural resources, and traffic, before mitigation. These impacts would be less than significant after mitigation. Implementation of the proposed project would not result in any significant and unavoidable impacts.

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8 Alternatives

8.1 Scope and Purpose

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines states that the Environmental Impact Report (EIR) shall "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The comparative merits of the alternatives evaluated, including the No Project Alternative, shall also be discussed.

The range of alternatives evaluated in an EIR is governed by the "rule of reason," which requires the EIR set forth alternatives adequate to permit a reasoned choice by decisionmakers and limited to alternatives that "would avoid or substantially lessen any of the significant effects of the project". An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6(a) of the CEQA Guidelines).

Other than the No Project Alternative, the EIR needs to examine only those alternatives that could feasibly obtain most of the basic objectives of the proposed project even if the alternative would impede to some degree the attainment of project objectives.

Factors that may influence feasibility of an alternative include "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent)" (CEQA Guidelines, Section 15126.6[f][1]). The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, the Oceanside City Council (see PRC Section 21081[a] [3].)

This section presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet the basic objectives, while substantially lessening or avoiding any of the potentially significant effects of the project identified in Chapter 4, Environmental Analysis, of the EIR. Those alternatives include: (1) No Project/No Development Alternative (Section 8.4.1), (2) Multi-Building Alternative (Section 8.4.2), ~~and~~ (3) Reduced Building Footprint Alternative (Section 8.4.3), and (4) Multi-Building and Truck Bay Reduction Alternative (Section 8.4.4). Other alternatives were considered but rejected, as summarized in Section 8.3.

8.2 Criteria for Selection and Analysis of Alternatives

The Eddie Jones Warehouse, Manufacturing & Distribution Facility Project (project or proposed project) would not result in any significant and unavoidable impacts. The proposed project would result in potentially significant impacts that would be reduced to a level of less than significant with implementation of mitigation, related to the following: air quality, biological resources, cultural resources, tribal cultural resources (TCRs), and traffic and circulation. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, energy, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, utilities and service systems, and wildfire.

For each of the alternatives identified, this EIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives
- Assess potential feasibility of the alternative
- Determine if the alternative would potentially avoid or substantially lessen a potentially significant impact of the project

Based on the identified project's potentially significant environmental impacts, the objectives established for the project (refer to Section 8.2.1, Project Objectives, below), and the CEQA requirements for alternatives, this EIR evaluates four~~three~~ alternatives to the proposed project:

1. No Project/No Development Alternative
2. Multi-Building Alternative
3. Reduced Building Footprint Alternative
4. Multi-Building and Truck Bay Reduction Alternative

8.2.1 Project Objectives

The objectives of the proposed project are as follows:

1. Redevelop a previously developed property with an existing industrial land use designation that is already served by existing utilities, services, and street access, and within close proximity to existing transportation infrastructure.
2. Develop an employment-generating project that is consistent with the existing Light Industrial (LI) General Plan land use designation and Limited Industrial (IL) zoning designation for the property.
3. Maximize the allowable use of an existing industrial zoned site that is compatible with the adjacent light industrial zoned sites and Oceanside Municipal Airport.
4. Create a project that takes advantage of and enhances existing infrastructure, including the proximity to major regional transportation infrastructure such as State Route 76 and the Oceanside Municipal Airport.
5. Fulfill a demand for industrial and manufacturing uses in the City.
6. Ensure that siting and design of development adjacent to the San Luis Rey River corridor does not encroach upon and provides an adequate buffer from the natural river habitat and considers floodplain management.
7. Develop the property in a manner that complies with the development, intensity, noise, use and other restrictions imposed by the Oceanside Municipal Airport Land Use Compatibility Plan.

8.2.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1), identifies factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, "feasibility" encompasses "desirability" based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA's fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code Section 21081; CEQA Guidelines Section 15126.6[c] and 15364).

8.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could avoid or substantially lessen any of the potentially significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures.

8.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected, and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (1) failure to meet most of the basic project objectives, (2) infeasibility, and/or (3) inability to avoid or substantially lessen any potentially significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project.

In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative has been included as part of the Final EIR, which is a variation on the project and the Multi-Building Alternative previously evaluated in the Draft EIR (Section 8.4.2 below). The Multi-Building and Truck Bay Reduction Alternative is analyzed under Section 8.4.4 below. The Multi-Building and Truck Bay Reduction Alternative is proposed for the project site and includes the same components and uses as the project and other alternatives analyzed in the Draft EIR. The Multi-Building and Truck Bay Reduction Alternative proposes a similar development footprint, but with a modified four building design and layout that includes reduced square footage and fewer truck bays. Compared to the project and the Draft EIR's Multi-Building Alternative, this alternative would further reduce potentially significant impacts related to air quality and transportation/traffic. Mitigation proposed for the project would still be required under this Multi-Building and Truck Bay Reduction Alternative. In addition, this alternative responds to other types of concerns expressed by the public regarding the project's single building mass, the number of truck bays, truck bays facing the north, and truck traffic.

8.3 Alternatives Considered But Rejected

This EIR considered two additional alternatives that are not carried forward for detailed analysis. These alternatives are described below.

8.3.1 Alternative Location

In accordance with CEQA Guidelines 15126.6(f)(2), an EIR may consider an alternative location for the proposed project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the project to another site. An alternative site would have to accommodate the same components as the project and would need to be similar in size to the project's 31.79-acre site. In addition, an alternative site would need to be previously disturbed, relatively flat, and be within an urban area of the City with the same General Plan and zoning designation and all public services at the project boundaries. Building and operating the project on that alternative site would also need to avoid or substantially lessen one or more of the following impacts: air quality, biological resources, cultural resources and TCRs, and traffic impacts.

The City is not aware of an alternative site within the City equivalent to the project site that could be redeveloped with an industrial development project. Further, the project applicant does not own another comparable site within the City that is available for development of the project, and one of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." It is unlikely and speculative to assume the feasibility of assembling another site similar to the proposed project that meets most of the project objectives and avoids or substantially lessens the project's potential significant impacts. As an independent basis for rejecting this alternative as infeasible, the project's is consistent with the General Plan, Zoning, and other applicable land use plans and regulations. As this EIR analyzes a reasonable range of alternatives, CEQA does not require consideration of an off-site alternative location where it is speculative if such a property even exists, where the project's potentially significant impacts would be avoided or substantially lessened, and that the applicant could reasonably acquire.

8.3.2 Buildout Under Existing Zoning Alternative

This potential alternative considered the buildout of the project site under the maximum Floor Area Ratio allowed for the project site, which is 1.00, with a maximum lot coverage of 75%. This alternative would still develop an industrial use within one building but would be up to approximately 1,000,000 square feet in size (total building area). In comparison to the proposed project, this potential alternative would be approximately 433,095 square feet larger in size. As this potential alternative would not avoid or substantially lessen any of the project's potentially significant impacts, the alternative was reject as not meeting CEQA's requirements.

8.4 Alternatives Under Consideration

8.4.1 No Project/No Development Alternative

8.4.1.1 Alternative Description

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain as a previously disturbed site without any new improvements.

8.4.1.2 Comparison of Significant Effects

Air Quality

Under the No Project Alternative, air pollutant emissions associated with construction, including emissions associated with grading, site preparation, site finishing, and building finishing, would not occur. This alternative would avoid significant but mitigable volatile organic compound (VOC) emissions related to construction (**Impact AQ-1**) because no construction-related air pollutant emissions would occur. Implementation of this alternative would not introduce any uses that would generate operational air pollutant emissions. Thus, compared to the proposed project, the No Project Alternative would avoid air quality impacts because no impacts to air quality would occur.

Biological Resources

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to vegetation communities, special-status wildlife species, potential jurisdictional resources, and/or wildlife corridors/habitat linkages. This alternative would not require implementation of **MM-BIO-1** through **MM-BIO-4**, as proposed for the project. Therefore, as no development would occur under this alternative, compared to the proposed project, this alternative would avoid impacts to biological resources.

Cultural Resources and Tribal Cultural Resources

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to cultural resources or TCRs. This alternative would not require implementation of **MM-CUL-1** through **MM-CUL-9**, as proposed for the project. Therefore, as no development would occur under this alternative, compared to the proposed project, this alternative would avoid impacts to cultural resources and TCRs.

Traffic

The project site is currently vacated and does not generate any traffic. Under the No Project Alternative, the project site would remain undeveloped and would not introduce any traffic. Therefore, this alternative would have no direct impact on vehicle miles traveled (VMT), would not result in hazards due to design features, and would not alter emergency access, such that no impact would occur. However, compared to the proposed project, this alternative would not provide for improvements, such as circulation and pedestrian improvements. Nevertheless, as compared to the proposed project, this alternative would avoid impacts related to transportation.

8.4.1.3 Relation to Project Objectives

The No Project/No Development Alternative would not provide any development. Therefore, this alternative would not meet any of the project objectives. While overall impacts would be reduced compared to the proposed project, certain benefits would not be realized under this alternative, including the provision of employment-generating industrial uses in an infill area, as identified in the General Plan, and enhanced uses on site in comparison to existing conditions. Furthermore, this alternative would not fulfill any of the proposed project objectives.

8.4.2 Multi-Building Alternative

8.4.2.1 Alternative Description

This alternative was requested to be addressed in this EIR by public commenters. The goal of this alternative would be to reduce the building footprint and single-building massing when compared to the proposed project. Under the Multi-Building Alternative, the site would be developed with industrial uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. However, this alternative would develop three buildings on site, instead of one building as proposed under the proposed project. The three buildings proposed for this alternative would include (1) a distribution building with 118,560 square feet of distribution use and 31,200 square feet of office use; (2) a distribution building with 156,520 square feet of distribution use and 31,200 square feet of office use; and (3) a manufacturing building with 132,080 square feet of manufacturing use and 41,600 square feet of office use, for a total building area of 511,160 square feet. This alternative would be approximately 55,745 square feet (approximately 1.27 acres) smaller than the proposed project's total building area and would reduce the building footprint area by 88,160 square feet (approximately 2 acres) in comparison to the project. Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would include 727 parking spaces for employee/visitor parking (including 21 accessible parking stalls) and 16 truck trailer stalls. Loading docks would be located on the internal facades of the buildings, with a total of 100 truck terminals (refer to Figure 8-1, Multi-Building Alternative).

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles while heavy truck traffic would be limited to the Benet Road access point.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the Oceanside Municipal Airport Land Use Compatibility Plan (OMALUCP).

Similar to the proposed project, this alternative's Development Plan application would address the complete redevelopment of the project site with the remnants of the previous facility demolished in 2022. The proposed warehouse and distribution facility is classified as a "Wholesaling, Distribution, and Storage Facility" use by the Oceanside Zoning Ordinance (OZO). Wholesaling, Distribution, and Storage Facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL zoning district pursuant to the OZO. Wholesaling, Distribution, and Storage Facilities with more than six heavy trucks on the premises at one time are considered Trucking Terminals pursuance to the OZO. Trucking Terminals also require approval of a Conditional Use Permit to be established in the IL Zoning District.

8.4.2.2 Comparison of Significant Effects

Air Quality

The Multi-Building Alternative would be located within the same site as the proposed project; however, this alternative site layout would be approximately 55,745 square feet (approximately 1.27 acres) smaller than the proposed project's total building area and would reduce the building footprint area by 88,160 square feet

(approximately 2 acres) in comparison to the project. However, due to site grading under this alternative layout, the total disturbance area would be similar to the proposed project. Under this alternative, the parking count would increase compared to the proposed project, as a result of the increased office-use space.

Air pollutant emissions associated with the alternative project construction including emissions associated with grading, site preparation, site finishing, and building finishing would occur, which would be similar in comparison to the proposed project or slightly reduced as a result of the reduced total building area. Mitigation, similar to **MM-AQ-1** proposed for the project, to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction is still anticipated under this alternative.

This alternative would include more office space (104,000 square feet) in comparison to the proposed project (39,170 square feet), which would require more parking and result in more vehicle trips. Mobile source operational emissions from light vehicle trips would be higher than the proposed project due to this increase in office-use space and increase in required parking (727 spaces for the alternative compared to 590~~530~~ for the proposed project) and therefore, would likely result in increased operational air pollutant emissions compared to the proposed project. The reduction of approximately 10% of the distribution building space and 20 loading bays would reduce emissions associated with heavy-duty vehicles. As such, this alternative would likely result in similar impacts to air quality compared to the proposed project and is still expected to require mitigation to reduce potentially significant impacts related to construction emissions.

Biological Resources

As described above, the Multi-Building Alternative would be located within the same site as the proposed project; however, this alternative site layout would be approximately 55,745 square feet (approximately 1.27 acres) smaller than the proposed project's total building area and would reduce the building footprint area by approximately 88,160 square feet (approximately 2 acres) in comparison to the project. However, as a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance area would be similar to the proposed project. Due to similar site grading required for this alternative, the potential impact to biological resources is expected to be similar or slightly reduced to that of the proposed project because of the reduced total building area. A floodwall would also be implemented under this alternative. Similar to the proposed project, the floodwall would act as a buffer from the San Luis Rey River and bike trail. This alternative is expected to require preventative mitigation measures similar to **MM-BIO-1** through **MM-BIO-4** proposed for the project, in order to reduce potentially significant impacts to biological resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar impacts to biological resources compared to the project.

Cultural Resources and Tribal Cultural Resources

As described above, the Multi-Building Alternative would be located within the same site as the proposed project. This alternative site layout would be approximately 55,745 square feet (approximately 1.27 acres) smaller than the proposed project's total building area and would reduce the building footprint area by approximately 88,160 square feet (approximately 2 acres) in comparison to the project. As a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance area would be similar to the proposed project. Therefore, there would be similar potential to impact unknown cultural resources and TCRs on site, and this alternative would similarly require implementation of the City's standard cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** in order to reduce potentially significant impacts to cultural resources and TCRs. With

implementation of the City's standard cultural mitigation measures, this alternative would result in similar impacts to cultural resources and TCRs compared to the project.

Traffic and Circulation

The Multi-Building Alternative would introduce industrial uses to the site, similar to the proposed project, and would utilize the same access points as the proposed project. However, this alternative would include more office space (104,000 square feet) in comparison to the proposed project (39,170 square feet), which would require more parking and result in more vehicle trips. As a result, impacts to traffic and circulation are expected to be greater than the proposed project, and this alternative is expected to require implementation of similar or additional mitigation to that of the proposed project (**MM-TRA-1**) in order to reduce significant impacts to traffic and circulation. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar or increased impacts to traffic and circulation compared to the project.

8.4.2.3 Relation to Project Objectives

The Multi-Building Alternative was requested during public comments, and it would meet all proposed project objectives, with the exception of objective 3 (maximize the allowable use of an existing industrial zoned site that is compatible with the adjacent light industrial zoned sites and Oceanside Municipal Airport). While this alternative would develop industrial uses consistent with the existing land use and zoning designation for the site, it would not maximize the allowable development on site to the extent feasible.

The alternative's three-building site plan would total a building area of 511,160 square feet. This alternative would be approximately 55,745 square feet smaller than the proposed project's total building area. However, this alternative would require substantially more employee parking spaces as a result of the increase in office-use space and office tenants. The increase in office tenants and parking would likely increase impacts to air quality and traffic in comparison to the proposed project. The decrease in total building area in comparison to the proposed project would potentially reduce some impacts to biological and cultural resources; however, this reduction would not be substantial, and mitigation would still be required, as the overall disturbance area of this alternative would remain similar to the proposed project.

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles. and heavy truck traffic would be limited to the Benet Road access point.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP.

Although the Multi-Building Alternative would meet most of the project objectives, it would not substantially reduce any potentially significant impacts identified under the proposed project. The alternative would reduce some potential for biological, cultural and TCR impacts. This alternative would also likely increase air quality and traffic impacts; this alternative meets most of the project objectives and reduces the total building area.

8.4.3 Reduced Building Footprint Alternative

8.4.3.1 Alternative Description

Under the Reduced Building Footprint Alternative, the site would be developed with industrial uses similar to the proposed project and consistent with the General Plan Land Use and zoning designation for the site. However, this alternative would reduce the building footprint on site by proposing a multi-story building with a 270,560 square-foot footprint, in comparison to the proposed project's single-level building footprint of 547,320 square feet. This alternative would still develop a warehouse and distribution facility within one building but would be two stories, with each story providing 270,560 square feet of floorspace for a total building area of 541,120 square feet. In comparison to the proposed project, this alternative would reduce the building footprint on site by 276,760 square feet (547,320-square-foot project building footprint – 270,560-square-foot alternative building footprint) and would reduce the total building area by 25,785 square feet (566,905-square-foot total building area under the project – 541,120-square-foot total building area under this alternative). In summary, this alternative would reduce the total building area by 0.59 acres and would reduce the building footprint area substantially, by 6.35 acres. Refer to Figure 8-2, Reduced Building Footprint Alternative.

Of the 541,120-square-foot total building area under this alternative, approximately 514,064 square feet would be used for distribution, and approximately 27,056 square feet (5%) would be used for office space. Parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors ~~and 2 grade-level doors,~~ for a total of 74~~78~~ truck terminals.

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner.

Due to the location of this alternative building along the southern project boundary, this alternative (specifically the second level) would not be consistent with the OMALUCP due to the building's height in proximity to the Oceanside Municipal Airport runway and conflicts with building setback requirements.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Due to the location of this alternative, there would be a substantial buffer increase from the closest point of project disturbance to the San Luis Rey bike trail and river, in comparison to the proposed project. However, a flood wall would still be implemented under this alternative, and the area north of the proposed flood wall would be replanted with coastal species. Similar to the proposed project, this alternative would include associated landscaping and stormwater features.

Similar to the proposed project, this alternative would be classified as a "Wholesaling, Distribution, and Storage Facility" use by the Oceanside Zoning Ordinance (OZO). Wholesaling, Distribution, and Storage Facilities over 50,000 square feet in floor area require approval of a Conditional Use Permit to be established in the IL Zoning District pursuant to the OZO. Wholesaling, Distribution, and Storage Facilities with more than six heavy trucks on the premises at one time are considered Trucking Terminals pursuant to the OZO. Trucking Terminals also require approval of a Conditional Use Permit to be established in the IL Zoning District. As the alternative would not conform with the OMALUCP, the City might be required to override an Airport Land Use Commission inconsistency finding.

8.4.3.2 Comparison of Significant Effects

Air Quality

As discussed above, the Reduced Building Footprint Alternative would reduce the total building area by 0.59 acres and would reduce the building footprint area by 6.35 acres. This alternative would be located within the same site as the proposed project, but the building footprint area would be substantially reduced in comparison to the proposed site plan. Additionally, under this alternative, the number of total parking spaces would be reduced by 31 spaces. This includes 28 fewer car parking spaces, 3 fewer trailer parking stalls, and 42 fewer truck loading docks in comparison to the proposed project. The reduction of approximately 5% of building distribution and storage area and loading bays would likely reduce operational truck trips. As discussed in the Traffic and Circulation section of this alternative, trip generation estimates for the two-story building would result in approximately 400 average daily traffic (ADT) less than the proposed project. The potential reduction of operational vehicle trips and the reduction in total building area size under this alternative would reduce criteria air pollutants and GHG emissions in comparison to the project.

Air pollutant emissions associated with construction including emissions associated with grading, site preparation, site finishing, and building finishing would still occur under this alternative. Although potential construction-related and operational air quality impacts would be marginally reduced under this alternative, mitigation similar to **MM-AQ-1,** proposed for the project to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction, is still anticipated under this alternative. Like the project, this alternative would have less-than-significant impacts with mitigation incorporated.

Biological Resources

The Reduced Building Footprint Alternative would be located within the same site as the proposed project, but this alternative would reduce the total building area by 0.59 acres and would reduce the building footprint area by 6.35 acres, resulting in less ground disturbance overall. Similar to the proposed project, this alternative would establish a 100-foot biological buffer from the San Luis Rey River, per Section 5.2.4 of the Draft Subarea Plan (City of Oceanside 2010). However, the overall buffer area from the San Luis Rey River would be substantially larger because of the reduced building footprint and the alternative building location closer to the airport. A floodwall would also be implemented under this alternative, similar to the proposed project, which would act as a buffer from the San Luis Rey River.

Compared to the project, this alternative would develop less of the project site with buildings, parking and loading areas, and other associated improvements, resulting in all proposed development being substantially further from the biologically sensitive areas adjacent to the San Luis Rey River corridor. Like the project, this alternative would only develop "disturbed habitat and urban/developed lands," which are not sensitive and do not require mitigation, as outlined in Section 4.3 of this EIR.

Even though substantially lessened compared to the project, because the potential for indirect significant impacts to biological resources remain under this alternative, this alternative is still expected to require preventative mitigation measures similar to **MM-BIO-1** through **MM-BIO-4** proposed for the project (nesting bird surveys, biological monitoring, temporary installation of fencing during construction, and invasive species prohibition) to reduce potentially significant impacts to less than significant. Thus, like the project, this alternative would result in less-than-significant biological resource impacts with mitigation.

Cultural Resources and Tribal Cultural Resources

The Reduced Building Footprint Alternative would be located within the same site as the proposed project, but the building footprint area would be substantially reduced, by 6.35 acres, in comparison to the proposed project, resulting in substantially less ground disturbance overall. Although the potentially significant impact to unknown cultural resources and TCRs on site would be substantially lessened as a result of the reduced disturbance area under this alternative compared to the project, the City's standard cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** would still be required under this alternative site plan to reduce potentially significant impacts to a less-than-significant level. Therefore, like the project, this alternative would result in less-than-significant cultural resources and TCR impacts with mitigation.

Traffic and Circulation

As described above, parking provided under this alternative would include 502 car spaces (10 of which would be Americans with Disabilities Act-accessible parking spaces) and 57 trailer stalls. Loading docks would be located on both the first and second levels along the north side of the building, with a truck ramp leading up to the second level. Both level 1 and level 2 would include 37 dock-high doors ~~and 2 grade level doors,~~ for a total of 74~~78~~ truck terminals. Under this alternative, the number of total parking spaces would be reduced by 31 spaces. This includes 28 fewer car parking spaces, 3 fewer trailer parking stalls, and 42 fewer truck loading docks in comparison to the proposed project. The reduction of loading bays would potentially reduce operational truck trips.

Under the Reduced Building Footprint Alternative, trip generation estimates for the two-story building would result in approximately 400 ADT less than the proposed project. In comparison, this alternative would result in a substantially lessened traffic counts of approximately 1,104 ADT, while the proposed project would result in 1,503 ADT. Per the City of Oceanside Guidelines, a project that generates more than 1,000 ADT requires a VMT analysis. Therefore, a VMT analysis would similarly be required under this alternative.

VMT is largely dependent on the specific land use type of a particular project and the location of that project. While a reduction in a project's size could reduce the overall VMT associated with a given project, reducing a project's building footprint would not necessarily have an effect on a project's average trip length. Thus, while under this alternative the development footprint would be reduced by approximately 50% compared to the project, the average trip length for passenger vehicle and truck trips associated with the project would essentially remain constant because the proposed intensity of use remains largely the same. As discussed in Section 4.14 of this EIR, Traffic and Circulation, the significance determination for a VMT impact is based on an "Employee VMT" metric of 15% below the regional average (i.e., 85% of the regional average). The City's VMT Guidelines require the most recent version of the San Diego Regional Association of Governments~~SANDAG~~ SB 743 Concept Map to determine the Employee VMT at the census-tract level for projects under 2,400 ADT, which is the case for the proposed project and this alternative. The project location for Employee VMT by Census Tract is at 87.9% of the regional average. The proposed project exceeds the VMT threshold by 2.9%; therefore, the proposed project exceeds the 85% significance threshold. Since the Reduced Building Footprint Alternative would remain an employment use on the project site with a similar intensity to the project being over 1,000 ADT (prohibiting screening out), the same Census Tract VMT per Employee would apply; and this alternative would continue to be 2.9% over the 85% significance criteria without mitigation.

Therefore, although this alternative would result in approximately 400 ADT less than the proposed project, the proposed use on site would remain the same, resulting in significant impacts related to VMT. This alternative is expected to require implementation of similar mitigation to that of the proposed project (**MM-TRA-1**). With

implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar less-than-significant impacts to traffic and circulation.

8.4.3.3 Relation to Project Objectives

The Reduced Building Footprint Alternative would meet all proposed project objectives, with the exception of objective 3 and objective 7 (maximize the allowable use of an existing industrial-zoned site that is compatible with the adjacent light-industrial-zoned sites and Oceanside Municipal Airport; and develop the property in a manner that complies with the development, intensity, noise, use, and other restrictions imposed by the OMALUCP). While this alternative would develop industrial uses consistent with the existing land use and zoning designation for the site, it would not maximize the allowable development on site to the extent feasible and would conflict with OMALUCP development requirements.

This alternative would still develop a warehouse and distribution facility within one building, but would be two stories, with each story providing 270,560 square feet of floorspace for a total building area of 541,120 square feet. In comparison to the proposed project, this alternative would reduce the building footprint on site by 276,760 square feet or 6.35 acres; and would reduce the total building area by 25,785 square feet or 0.59 acres.

Due to the location of this alternative building along the southern project boundary, this alternative (specifically the second level) would potentially conflict with OMALUCP building setback requirements and airspace height limits.

Under this alternative, the number of total parking spaces would be reduced by 31 spaces. This includes 28 fewer car parking spaces, 3 fewer trailer parking stalls, and 42 fewer truck loading docks in comparison to the proposed project. The decrease in total building area in comparison to the proposed project would potentially reduce indirect potentially significant impacts to biological resources and potentially significant impacts on unknown cultural resources and TCRs; however, mitigation would still be required for this alternative to address potential direct and indirect impacts as a result of construction. Additionally, as described above, although the ADT would be reduced under this alternative, the proposed use on site would remain the same, resulting in significant impacts related to VMT.

Similar to the proposed project, access to the alternative project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. Furthermore, this alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan.

Although the Reduced Building Footprint Alternative would substantially lessen impacts related to biological resources and cultural resources, mitigation would still be required under this alternative to ensure potential significant impacts are reduced to a less-than-significant level. However, this alternative would have greater potentially significant impacts related to hazards and land use.

8.4.4 Multi-Building and Truck Bay Reduction Alternative

8.4.4.1 Alternative Description

In response to public comments received on the Draft EIR, the Multi-Building and Truck Bay Reduction Alternative has been included as part of the Final EIR, which is a variation on the Multi-Building Alternative (evaluated under Section 8.4.2 above).

Under the Multi-Building and Truck Bay Reduction Alternative, the same project site and similar development footprint would be developed with industrial warehouse and manufacturing uses similar to the proposed project and consistent with the General Plan land use and zoning designation for the site. Within a building footprint of 491,582 square feet, the alternative's footprint is of a size between the project and the Multi-Building Alternative. This alternative would develop four separate buildings on site, instead of one building as proposed under the project. The total building square footage of this alternative would be approximately 497,822 square feet (inclusive of mezzanine areas), including 40,651 square feet of office (ancillary) use, 334,275 square feet of warehouse uses, and 122,896 square feet of manufacturing uses. The total building area for building 1 would be 109,660 square feet, the total building area for building 2 would be 132,600 square feet, the total building area for building 3 would be 121,547 square feet, and the total building area for building 4 would be 134,015 square feet. This Multi-Building and Truck Bay Reduction Alternative would include 56 dock-high doors (for semi-truck use) and 590 parking stalls, which would include 22 Americans with Disabilities Act stalls and 90 electric vehicle stalls. This alternative design would place the truck bays on the east/west sides of the buildings as opposed to the north side with the project. This alternative would meet the project objectives.

Similar to the proposed project, access to the project site would be maintained and improved as necessary, with existing access points from Alex Road at the northeast corner and Benet Road at the southwest corner. The Alex Road access would be limited to passenger vehicles. Heavy truck traffic would not use Alex Road and would be limited to the Benet Road access point. The Benet Road entry would also be redesigned to incorporate a dedicated right-turn lane into the project site to allow for queuing of truck traffic separate from the north-bound travel lane of Benet Road.

Similar to the proposed project, this alternative would include associated landscaping and stormwater features. This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside draft Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP. As shown in Figure 8-3, the southernmost portions of each of the four proposed buildings under this alternative would have reduced clearance heights to conform to the OMALUCP.

Similar to the proposed project, this alternative would require approval of a Conditional Use Permit to be established in the IL zoning district, as it would exceed 50,000 square feet in floor area with more than six heavy trucks on the premises at one time.

8.4.4.2 Comparison of Significant Effects

Air Quality

The Multi-Building and Truck Bay Reduction Alternative would be located within the same site as the proposed project; however, this alternative site layout would be approximately 56,000 square feet and the building square footage would be approximately 69,000 square feet smaller than the proposed project. Under this alternative, even with the reduced overall building square footage, the increase in office space associated with separate buildings would require an increase in the amount of required parking spaces by three compared to the proposed project.

Air pollutant emissions associated with the alternative project construction, including emissions associated with grading, site preparation, site finishing, and building finishing, would occur, which would be similar in comparison to the proposed project or slightly reduced as a result of the reduced total building area. **MM-AQ-1** proposed for the

project to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction is still anticipated to be required under this alternative.

The proposed reduction to 56 truck bays under this alternative would reduce emissions associated with heavy-duty vehicles in comparison to those analyzed in the Draft EIR for the project. As such, this alternative would result in reduced impacts to air quality compared to the proposed project; however, **MM-AQ-1** would still be required to reduce potentially significant impacts related to construction emissions.

Biological Resources

As described above, this alternative would be located within the same site and a similar development footprint as the proposed project; however, the building footprint for this alternative would be approximately 56,000 square feet smaller than the proposed project. However, as a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance (or development) area would be similar to the proposed project. Thus, this alternative's potential impact to biological resources is expected to be similar to that of the proposed project. Similar to the proposed project, a floodwall would also be implemented under this alternative. The floodwall would act as a buffer from the San Luis Rey River and other uses north of the project site. This alternative is expected to require preventative mitigation measures similar to **MM-BIO-1** through **MM-BIO-4** proposed for the project, in order to reduce potentially significant impacts to biological resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar less than significant impacts to biological resources compared to the project.

Cultural Resources and Tribal Cultural Resources

As described above, this alternative would be located within the same site as the proposed project. This alternative's building footprint would be approximately 56,000 square feet smaller than the proposed project. As a result of site grading required to implement the multi-building development contemplated under this alternative layout, the total disturbance (development) area would be similar to the proposed project. Therefore, there would be similar potential to impact unknown cultural resources and TCRs on site, and this alternative would similarly require implementation of the City's standard cultural mitigation measures **MM-CUL-1** through **MM-CUL-9** in order to reduce potentially significant impacts to cultural resources and TCRs to less than significance. With implementation of those mitigation measures this alternative would result in similar less than significant impacts to cultural resources and TCRs compared to the project.

Traffic and Circulation

This alternative would introduce industrial uses to the same project site, similar to the proposed project, and would utilize the same access points and access restrictions as the proposed project. This alternative includes four buildings with a total building area of 497,822 square feet that would include 133,824 square feet of manufacturing use and 363,988 square feet of warehousing. For purposes of the Local Transportation Study and trip generation calculations, mezzanine and office areas are merely ancillary to, and already included in, the anticipated trip counts for each of the primary uses. The project VMT analysis is based on the San Diego Regional Association of Governments SB 743 Concept Map to determine if the VMT per employee exceeds the VMT impact threshold. The Concept Map is based on the location of the project and not the project trip generation. Therefore, this Multi-Building and Truck Bay Reduction Alternative, although approximately 69,000 square feet smaller than the proposed project, would also have a less than significant VMT impact with implementation of **MM-TRA-1**. With

implementation of this mitigation measure, this alternative would result in reduced, yet similar, impacts to traffic and circulation compared to the project.

8.4.4.3 Relation to Project Objectives

The Multi-Building and Truck Bay Reduction Alternative was prepared in response to comments received about the proposed project. This project alternative would meet most of the project objectives while lessening potentially significant impacts of the project

The alternative's four-building site plan would total a building area of 497,822 square feet (inclusive of mezzanine areas). The total alternative project footprint area would be 491,582 square feet. This alternative would be approximately 69,083 square feet (approximately 1.58 acres) smaller than the proposed project. This alternative would reduce the number of truck bays from 114, as analyzed in the Draft EIR, to 56. This alternative design would place the truck bays on the east/west sides of the buildings and would greatly reduce the number of bays visible from the existing homes to the north. The decrease in total building area in comparison to the proposed project would potentially reduce some impacts to biological and cultural resources; however, this reduction would not be substantial, and mitigation would still be required, as the overall disturbance area of this alternative would remain similar to the proposed project.

This alternative would meet all proposed project objectives, with the exception of objective 3 (maximize the allowable use of an existing industrial zoned site that is compatible with the adjacent light industrial zoned sites and Oceanside Municipal Airport). While this alternative would develop industrial uses consistent with the existing land use and zoning designation for the site, it would not maximize the allowable development on site to the extent feasible.

This alternative would similarly maintain a 100-foot buffer from the edge of the San Luis Rey River riparian habitat along the project boundary's northern edge, as designated in the City of Oceanside Subarea Plan. Additionally, this alternative would incorporate required building setbacks and airspace height limits established by the OMALUCP.

Although the Multi-Building and Truck Bay Reduction Alternative would meet all but one of the project objectives, it would not substantially reduce any potentially significant impacts identified under the proposed project to a less than significant level without mitigation.

8.5 Environmentally Superior Alternative

Table 8-1 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table 8-1, the No Project Alternative would eliminate all of the potentially significant impacts identified for the project. Therefore, of all the alternatives, the No Project Alternative would be the environmentally superior alternative. However, the No Project Alternative would not meet any of the project objectives. Further, CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives. Please refer to Table 8-2 below, which shows a comparison of proposed alternative components in comparison to the project.

The Reduced Building Footprint Alternative would reduce the project's identified significant impacts to air quality, biological resources, cultural resources/TCRs, and traffic, as a result of the reduced total building area and reduced

building footprint area. As outlined above, in comparison to the proposed project, this alternative would reduce the building footprint on site by 276,760 square feet or 6.35 acres; and would reduce the total building area by 25,785 square feet or 0.59 acres. Compared to the project, this alternative would develop less of the project site with buildings, parking and loading areas, and other associated improvements, resulting in a substantially smaller building footprint on the site that would disturb less land. Thus, the Reduced Building Footprint Alternative would be considered the environmentally superior alternative out of the alternatives as it relates to the following impact areas: air quality, biological resources, cultural resources and tribal cultural resources, and traffic and circulation. However, the Reduced Building Footprint Alternative would still require a similar level of mitigation when compared to the proposed project and would not reduce project impacts to a less-than-significant level prior to mitigation. Additionally, this alternative would not meet project objective 3 and objective 7 (maximize the allowable use of an existing industrial-zoned site that is compatible with the adjacent light-industrial-zoned sites and Oceanside Municipal Airport; and develop the property in a manner that complies with the development, intensity, noise, use, and other restrictions imposed by the OMALUCP).

Table 8-1. Comparative Summary of Alternatives Under Consideration and Proposed Project

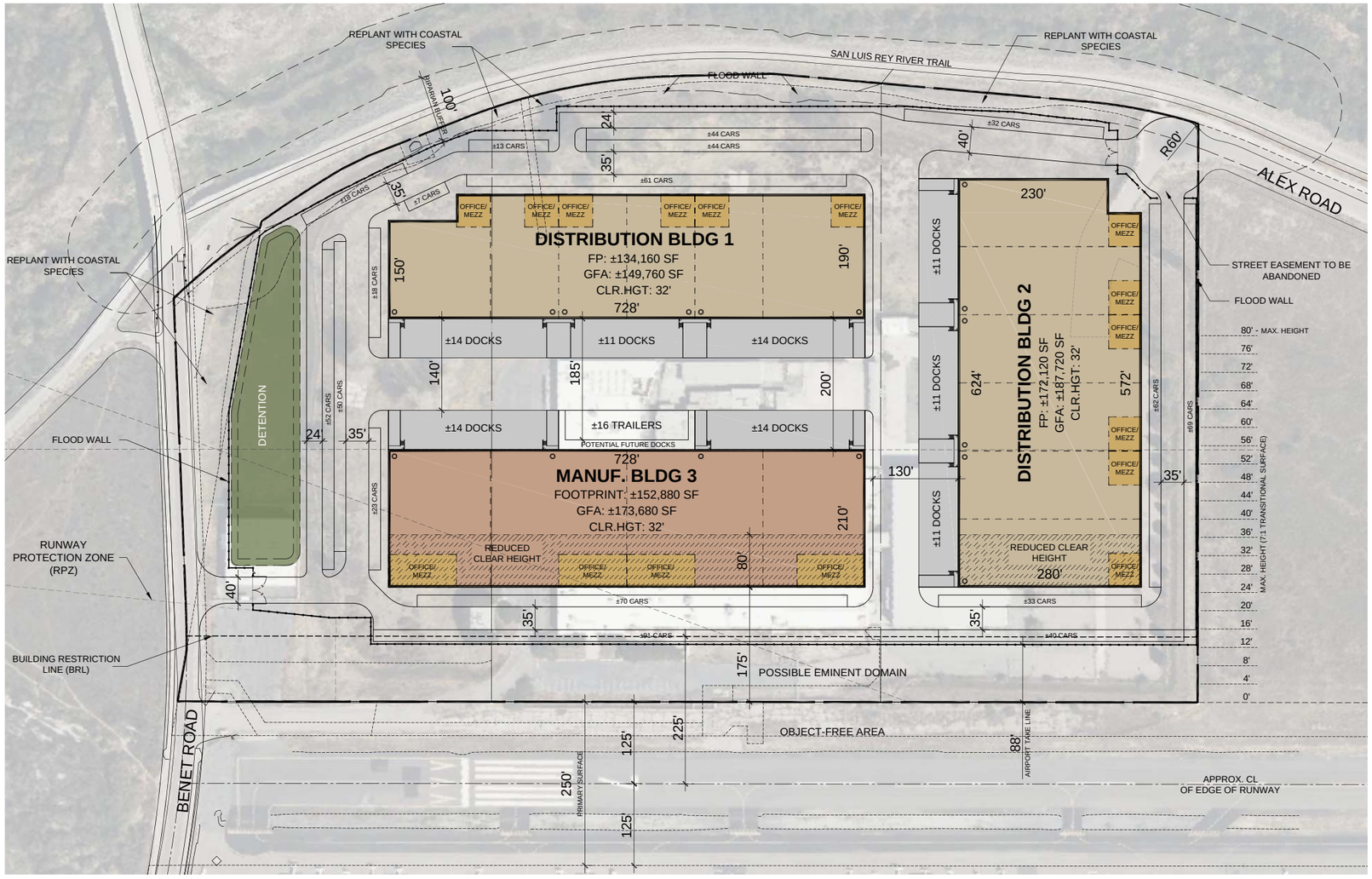
Environmental Topic	Proposed Project	No Project Alternative	Multi-Building Alternative	Reduced Building Footprint Alternative	Multi-Building and Truck Bay Reduction Alternative
Air Quality	LTSM	No Impact (Reduced)	LTSM (Increased)	LTSM (Reduced)	LTSM (Reduced)
Biological Resources	LTSM	No Impact (Reduced)	LTSM (Similar)	LTSM (Reduced)	LTSM (Similar)
Cultural Resources and Tribal Cultural Resources	LTSM	No Impact (Reduced)	LTSM (Similar)	LTSM (Reduced)	LTSM (Similar)
Traffic and Circulation	LTSM	No Impact (Reduced)	LTSM (Increased)	LTSM (Similar)	LTSM (Reduced)

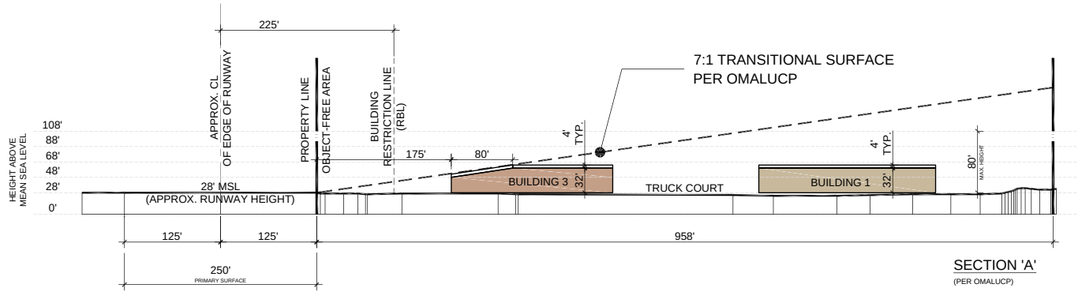
Notes: LTSM = Less Than Significant with Mitigation.

Table 8-2. Comparison of Certain Components of Proposed Project and Alternatives

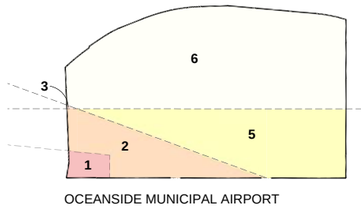
Components	Proposed Project	No Project Alternative	Multi-Building Alternative	Reduced Building Footprint Alternative	Multi-Building and Truck Bay Reduction Alternative
Number of Buildings	1	N/A	3	1	4
Total Building Square Footage	566,905 sf	N/A	511,160 sf	541,120 sf	497,822
Building Footprint Area	547,320 sf	N/A	459,160 sf	270,560 sf	491,582 sf
Dock-high doors (for semi-truck use)	114	N/A	100	74	56
Parking Stalls	590	N/A	727	502	590

Note: sf = square feet; N/A = not applicable.

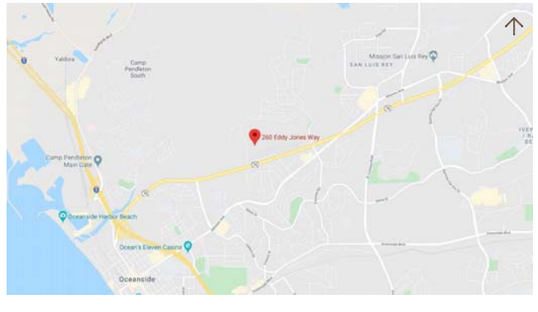




SECTION 'A'
(PER OMALUCP)



OCEANSIDE MUNICIPAL AIRPORT
ON-SITE SAFETY ZONES



1" = 70'
0 35 70 140 350
NORTH

PROJECT DATA:

SITE AREA:			
GROSS:			31.79 AC
			1,384,746 SF
DETENTION (NET):	@ 4%		46,836 SF
EASEMENTS:			194,475 SF
RIPARIAN BUFFER:			39,854 SF
NET:			25.33 AC
			1,103,581 SF

BUILDING AREA:	MEZZ:	FOOTPRINT:	TOTAL AREA:
BUILDING 1	15,600 SF	134,160 SF	149,760 SF
BUILDING 2	15,600 SF	172,120 SF	187,720 SF
BUILDING 3	20,800 SF	152,880 SF	173,680 SF
TOTAL:	52,000 SF	459,160 SF	511,160 SF

FAR:		
GROSS:		0.37
NET:		0.46
COVERAGE:		
GROSS:		33%
NET:		42%

BUILDING 1

▲ DOCK-HIGH DOORS			39
O GRADE-LEVEL DOORS			6
PARKING REQUIRED:			
DISTRIBUTION		118,560 SF	59 STALLS
OFFICE	@ 21%	31,200 SF	104 STALLS
TOTAL			163 STALLS
PARKING PROVIDED:			169 STALLS
			@1.13/1000 SF
REQ. ACCESSIBLE			*6 STALLS*

BUILDING 2

▲ DOCK-HIGH DOORS			33
O GRADE-LEVEL DOORS			6
PARKING REQUIRED:			
DISTRIBUTION		156,520 SF	78 STALLS
OFFICE	@ 17%	31,200 SF	104 STALLS
TOTAL			182 STALLS
PARKING PROVIDED:			236 STALLS
			@1.26/1000 SF
REQ. ACCESSIBLE			*7 STALLS*

BUILDING 3

▲ DOCK-HIGH DOORS			28
O GRADE-LEVEL DOORS			4
PARKING REQUIRED:			
MANUFACTURING		132,080 SF	165 STALLS
OFFICE	@ 24%	41,600 SF	139 STALLS
TOTAL			304 STALLS
PARKING PROVIDED:			322 STALLS
			@1.85/1000 SF
REQ. ACCESSIBLE			*8 STALLS*
TRAILER STALLS			16 STALLS

DEVELOPMENT STANDARDS:

ZONING:	IL
MAX. F.A.R.:	1.00
MAX. COVERAGE:	75%
MAX. HEIGHT:	80 FT
BUILDING SETBACKS:	
FRONT:	10 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE SETBACKS:	
FRONT:	10 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE REQ.	12%
OFF-STREET PARKING:	
STANDARD:	8.5X18
COMPACT:	7.5X15 [1]
DRIVE AISLE:	24 FT
FIRE LANE:	28 FT
OVERHANG:	2 FT
TREE WELL:	NA
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2000 SF
OFFICE:	1/300 SF
MANUFACT:	1/800 SF
GEN. IND:	1/1000 SF
INDUST. R&D:	1/500 SF
DISTRIBUTION	1/1500 SF

NOTES:
1 All required spaces shall be large-car spaces. However, spaces provided in addition to the number required may be small-car spaces.

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design: AVERAGE REGIONAL REQUIRED PROVIDED

Boundary Source: ALTA SURVEY

SOURCE: RPG; Ware Malcomb 2023

FIGURE 8-1

Multi-Building Alternative

Eddie Jones Warehouse, Manufacturin & Distribution Facility

DUDEK

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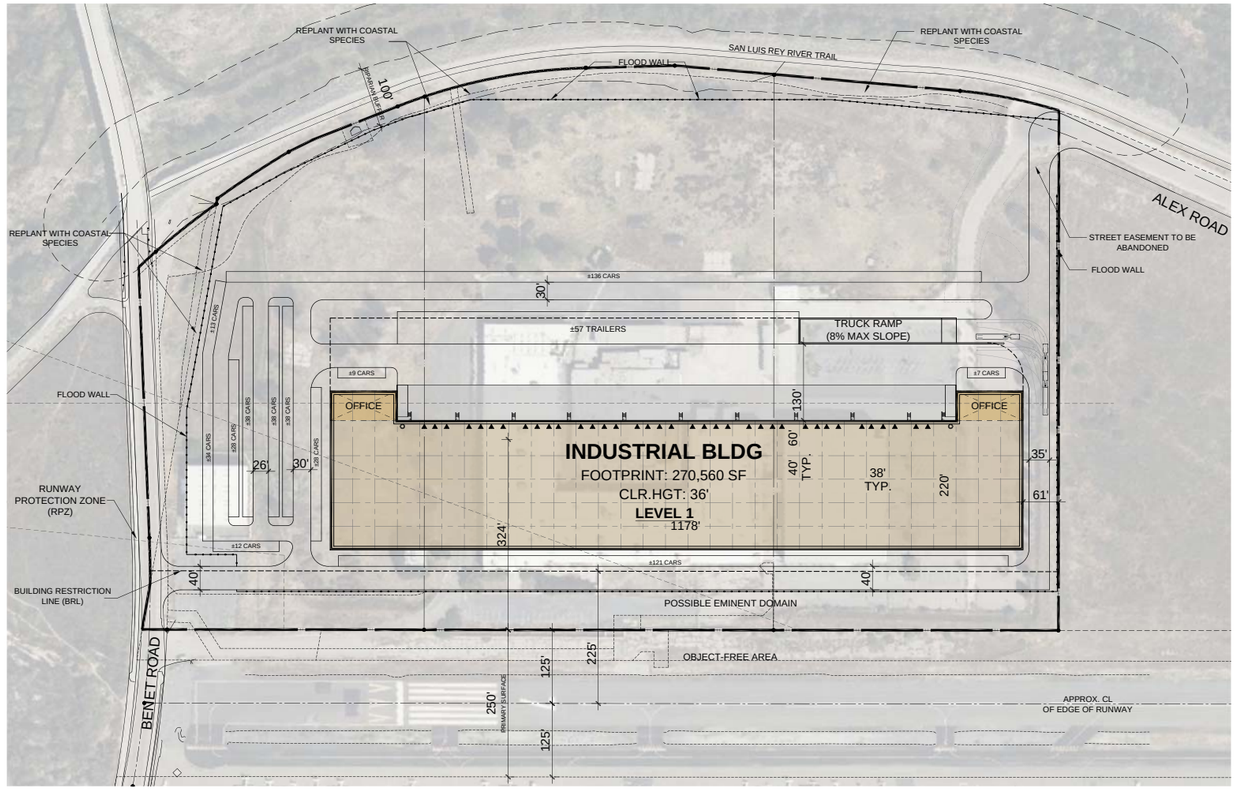
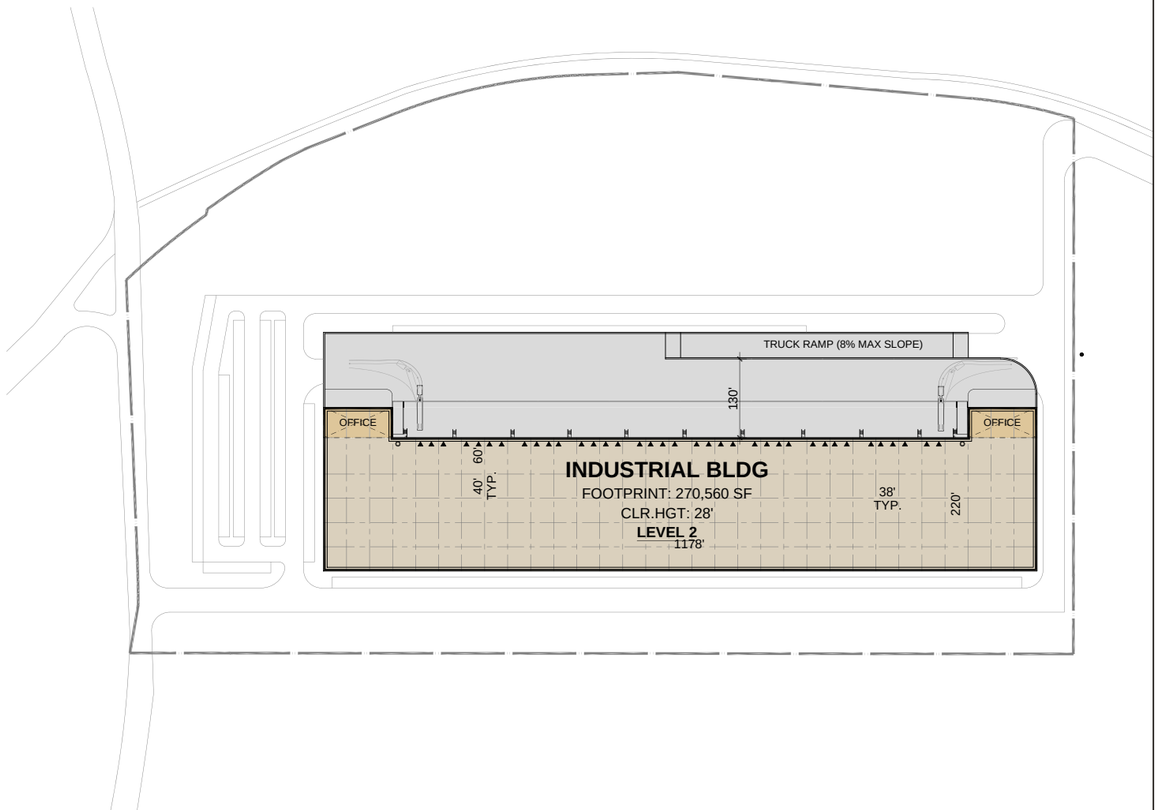


Conceptual Site Plan - Level 1



Conceptual Site Plan - Level 2

SOURCE: RPG; Ware Malcomb 2023

FIGURE 8-2

Reduced Building Footprint Alternative

Eddie Jones Warehouse, Manufacturin & Distribution Facility

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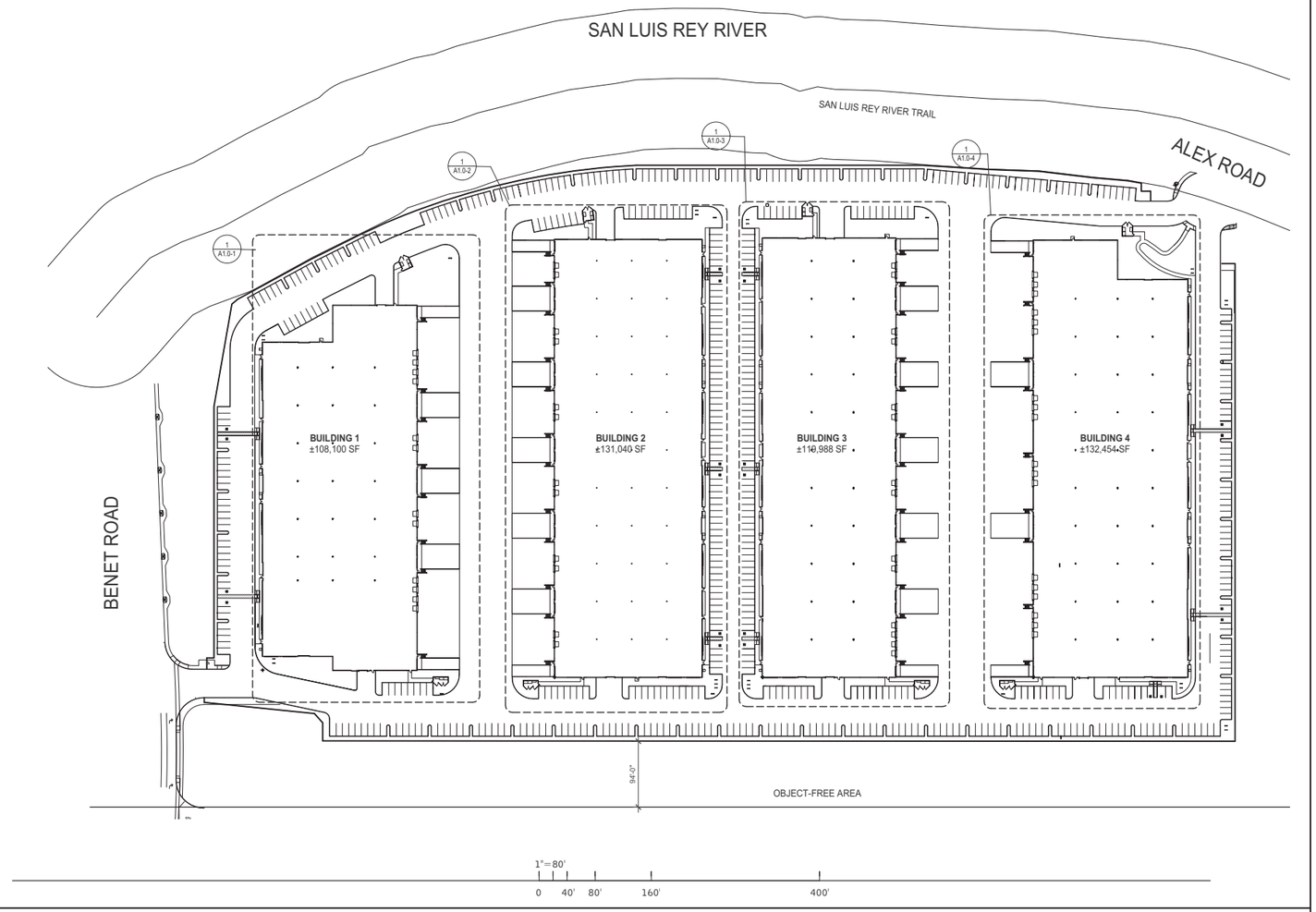

LEGEND

- ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
- PROPERTY LINE.
- POLE MOUNTED LIGHT FIXTURE.
- WALLPACK LIGHT FIXTURE.
- T — TRANSFORMER WITH CONCRETE PAD. (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
- LANDSCAPE AND IRRIGATION AREA.
- FIRE LANE (HATCHED)
- (1) — PARKING STALL COUNT TOTAL
- DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR
- FUTURE DOCK HIGH TRUCK DOOR
- FIRE HYDRANT
- P.I.V. WITH TAMPER

PROJECT DATA

SITE DATA

LOT(GROSS)	1,384,746 S.F.	(31.79 ACRES)
EASEMENTS	43,309	S.F.
RIPARIAN BUFFER	38,734	S.F.
LOT(NET)	1,302,703 S.F.	(29.91 ACRES)

OVERALL DEVELOPMENT SUMMARY:

BUILDING AREA:	ANCILLARY MEZZ:	FOOTPRINT:
BUILDING 1 AREA	1,560 SF	108,100 SF
BUILDING 2 AREA	1,560 SF	138,600 SF
BUILDING 3 AREA	1,560 SF	119,988 SF
BUILDING 4 AREA	1560 SF	132,454 SF
TOTAL FOOTPRINT	6,240 SF	491,582 SF

OVERALL USE SUMMARY:

BUILDING 1:		
OFFICE	7%	9,127 SQ FT
WAREHOUSE	68%	73,508 SQ FT
MANUFACTURING	25%	27,025 SQ FT
TOTALGFA(INCLUDES MEZZANINE):		109,660 SQ FT
BUILDING 2:		
OFFICE	7%	10,733 SQ FT
WAREHOUSE	68%	89,107 SQ FT
MANUFACTURING	25%	32,760 SQ FT
TOTAL GFA (INCLUDES MEZZANINE):		132,600 SQ FT
BUILDING 3:		
OFFICE	7%	9,959 SQ FT
WAREHOUSE	68%	81,591 SQ FT
MANUFACTURING	25%	29,997 SQ FT
TOTAL GFA (INCLUDES MEZZANINE) :		121,547 SQ FT
BUILDING 4:		
OFFICE	7%	10,832 SQ FT
WAREHOUSE	68%	90,069 SQ FT
MANUFACTURING	25%	33,114 SQ FT
TOTAL:		134,015 SQ FT
	TOTAL BUILDING AREA:	497,882 SQ FT

FAR:		@1.11/100 SF
GROSS	0.36	
NET	0.40	

COVERAGE:		
GROSS	36	%
NET	40	%

PARKING SUMMARY:

BUILDING 1:		
PARKING FOR PROPOSED AND FUTURE OFFICE: 1/300	31	STALLS
PARKING FOR WAREHOUSE: 1/1500	49	STALLS
PARKING FOR MANUFACTURING: 1/750	36	STALLS
TOTAL PARKING REQUIRED	116	STALLS
PARKING PROVIDED	110	STALLS
TOTAL DOCK DOORS	12	DOORS
TOTAL GRADE DOORS	10	DOORS

BUILDING 2:		
PARKING FOR PROPOSED AND FUTURE OFFICE: 1/300	36	STALLS
PARKING FOR WAREHOUSE: 1/1500	60	STALLS
PARKING FOR MANUFACTURING: 1/750	44	STALLS
TOTAL PARKING REQUIRED	140	STALLS
PARKING PROVIDED	165	STALLS
TOTAL DOCK DOORS	12	DOORS
TOTAL GRADE DOORS	14	DOORS

BUILDING 3:		
PARKING FOR PROPOSED AND FUTURE OFFICE: 1/300	34	STALLS
PARKING FOR WAREHOUSE: 1/1500	55	STALLS
PARKING FOR MANUFACTURING: 1/750	40	STALLS
TOTAL PARKING REQUIRED	129	STALLS
PARKING PROVIDED	174	STALLS
TOTAL DOCK DOORS	14	DOORS
TOTAL GRADE DOORS	14	DOORS

BUILDING 4:		
PARKING FOR PROPOSED AND FUTURE OFFICE: 1/300	36	STALLS
PARKING FOR WAREHOUSE: 1/1500	61	STALLS
PARKING FOR MANUFACTURING: 1/750	45	STALLS
TOTAL PARKING REQUIRED	142	STALLS
PARKING PROVIDED	141	STALLS
TOTAL DOCK DOORS	18	DOORS
TOTAL GRADE DOORS	7	DOORS

OVERALL COUNTS:		
TOTAL PARKING REQUIRED	527	STALLS
TOTAL PARKING PROVIDED	593	STALLS
ADA PARKING REQUIRED	15	STALLS
ADA PARKING PROVIDED	22	STALLS
EV PARKING PROVIDED	90	STALLS
BIKE RACKS PROVIDED	30	RACKS

DEVELOPMENT STANDARDS:		
ZONING	IL	
MAX FAR	1.00	
MAX COVERAGE	75	
MAX HEIGHT	80	FT

BUILDING SETBACKS:		
FRONT	10	FT
SIDE	0	FT
REAR	0	FT

LANDSCAPE SETBACKS:		
FRONT	10	FT
SIDE	0	FT
REAR	0	FT
LANDSCAPE REQUIRED	12	%

SOURCE: Ware Malcomb 2024

FIGURE 8-3

Multi-Building Alternative with Reduced Truck Bays

Eddie Jones Warehouse, Manufacturin & Distribution Facility

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9 List of Preparers

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2 Environmental Setting

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