Buccaneer Lift Station and Force Main Project

Final Initial Study/Mitigated Negative Declaration

Prepared for:

City of Oceanside
Water Utilities Department
300 North Coast Highway
Oceanside, CA 92054

Prepared by:

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

September 2026 | 00135.00006.000

This page intentionally left blank

Preface

This document has been prepared under the California Environmental Quality Act (CEQA) by the City of Oceanside (City) as the lead agency. This document constitutes the Buccaneer Lift Station and Force Main Project (project) Final Initial Study (IS)/Mitigated Negative Declaration (MND). The document title has been updated to reflect that status and the project name has been updated to remove La Salina Wastewater Treatment Plant (LSWTTP) Flow Diversion to be consistent with other project planning documents.

A Notice of Intent to adopt an MND for the project was published in The Coast News on June 8, 2026. The Draft MND was submitted to the State Clearinghouse (SCH) and the Governor's Office of Land Use and Climate Innovation (LCI) and circulated for a 30-day public review period beginning on June 8, 2026, and ending on July 8, 2026 (SCH No. 2026060391). A total of six comment letters were received during the public comment period, including two letters from public agencies, one letter from an organization, and three letters from two individuals. The City has prepared responses to the comments received and both the letters and responses are included in the Final MND as Appendix F, *Public Comment Letters and Responses*.

Key revisions are identified and summarized in the table below. Text changes in the Final IS/MND are indicated by strikeout (deleted) and underline (inserted) markings, including a line in the margin next to the modified text. Note that some minor text changes (e.g., typographical corrections) are not reflected in this table or in underlined format of the Final MND.

No new information has been presented in the Final IS/MND that would require recirculation of the Draft IS/MND pursuant to CEQA Guidelines Section 15088.5(a). Specifically, no new significant environmental impacts would result from the project or from new mitigation measures proposed for implementation. The Draft IS/MND included adequate information for a meaningful public review and comment.

The Final IS/MND also includes the Mitigation Monitoring and Reporting Program, included as Appendix G.

Summary of Key Revisions to the Final IS/MND

Location in the Final MND	Description of Change
Throughout Final MND	Previous references to a construction schedule of January 2025 to August 2027 have been changed to August 2027 to April 2030.
Throughout Final MND	Previous references to the UV stormwater treatment facility upgrades and rehabilitation have been removed from the IS/MND as the project no longer includes this component.
Throughout Final MND	Previous references to a parking stall count of 65 have been updated to 51 to reflect current site plans. The project would now result in a net increase of 43 spaces (51 spaces would be provided; however, 8 spaces would be lost along South Pacific Street).

Location in the Final MND	Description of Change
Throughout Final MND	Figure 3, *Proposed Site Improvements at the LSWWTP*, has been updated to reflect the latest project site plan, and references to specific information displayed on Figure 3 have been updated accordingly.
Throughout Final MND	In response to the *Crime Prevention Through Environmental Design Report* prepared by the Oceanside Police Department for the project, additional discussion of site security features was added where consistent with the project objectives, biological resource protections, and required City lighting standards (i.e., Oceanside Municipal Code Chapter 39 et. seq.).
Section 1.1, *Initial Study Information Sheet*	The City contact has been updated.
Section 2.4, *Project Components*	This section has been revised to clarify that the project would install new chain link fencing along the southern edge of the bike/pedestrian path, and existing chain link fencing currently located along the northern edge of Loma Alta Creek would remain. In addition, revisions have been made to clarify that landscaping improvements are proposed within a 50-foot-wide biological buffer along the proposed bike/pedestrian path.
Section 2.7, *Discretionary Approvals Required*	The issuance of an Encroachment Permit by the California Department of Transportation (Caltrans) has been added to the list of discretionary approvals that would be required for the project.
Section 3.I.b	The statement that the project would involve the removal of trees has been revised as the project would not involve the removal of any trees.
Section 3.III, *Air Quality*	Introductory language has been added to describe the change in construction schedule and how the delayed construction schedule would result in reduced emissions compared to what was evaluated in the original modeling.
Section 3.IV.a	In response to the California Department of Fish and Wildlife (CDFW) letter, the text has been revised to indicate that the California least tern is a state fully protected species. In addition, the breeding season for California least tern has been corrected to April 1 to September 15.
Section 3.IV.a	In response to a comment letter, additional discussion was added to state that the biological buffer and two chain link fences would restrict access into the adjacent biologically sensitive areas, and thus minimize potential indirect effects associated with public use, such as noise, trash, and intrusion by people and pets.

Location in the Final MND	Description of Change
Section 3.IV.a, Mitigation Measure BIO-1	In response to the CDFW letter, mitigation measure BIO-1 has been revised to specify pre-construction survey requirements for sensitive avian species. Mitigation measure BIO-1 has also been revised to state that project activities within 500 feet of suitable nesting habitat for light-footed rail (native wetland and riparian habitats associated with Loma Alta Creek) shall occur between September 16 and March 14 to the extent feasible to avoid the breeding season for light-footed Ridgway's rail and that project activities within 500 feet of suitable nesting habitat for California least tern (paved or open areas of the LSWWTP) shall occur between September 16 and March 31 to the extent feasible to avoid the breeding season for California least tern. Additional details regarding specific requirements related to light-footed Ridgway's rail and California least tern have been added as mitigation measures BIO-1b and BIO-1c, and their fully protected status has been noted in Table 7. Lastly, BIO-1 was revised to state that the construction contractor shall prepare the construction noise mitigation plan which would then be approved by the City.
Section 3.IV.a, Mitigation Measure BIO-2	To provide additional clarity and avoid conflicts with the noise reduction measures previously identified in mitigation measure BIO-1, mitigation measure BIO-2 was revised to remove discussion of noise reduction measures that are now identified in mitigation measure BIO-1.
Section 3.IV.a, Mitigation Measure BIO-3	In response to the CDFW letter, mitigation measure BIO-3 has been revised to incorporate CDFW's recommendations regarding the timing of the pre-construction nesting surveys.
Section 3.IV.f	Additional discussion has been provided regarding hardline and softline preserve areas of the City's unadopted Subarea Habitat Conservation Plan/Natural Community Conservation Plan
Section 3.VIII, *Greenhouse Gas Emissions*	In response to a comment letter, additional discussion has been added regarding the bright line threshold of significance established by the City for greenhouse gas (GHG) emissions impacts of 900 metric tons of carbon dioxide equivalents (MT CO_2e) annually, with construction-related emissions amortized over 20 years, which aligns with the City's emissions reduction targets outlined in the Climate Action Plan (CAP) of 3.5 MT CO_2e per service population.
Section 3.VIII	Introductory language has been added to describe the change in construction schedule and how the delayed construction schedule would result in reduced emissions compared to what was evaluated in the original modeling.
Section 4.0, *References*	References for the City's Climate Action Plan Consistent Checklist and Climate Action Plan have been added.

This page intentionally left blank

TABLE OF CONTENTS

Section			Page
1.0	**INTRODUCTION**		**1**
	1.1	Initial Study Information Sheet	2
	1.2	Environmental Factors Potentially Affected	3
	1.3	Determination	4
2.0	**PROJECT DESCRIPTION**		**5**
	2.1	Project Overview and Background	5
	2.2	Project Location	6
	2.3	Existing Conditions	6
	2.4	Project Components	8
	2.5	Construction Activities	13
	2.6	Operational Activities	15
	2.7	Discretionary Approvals Required	15
	2.8	Non-Discretionary Permit Approvals Required	15
3.0	**ENVIRONMENTAL INITIAL STUDY CHECKLIST**		**16**
	I.	AESTHETICS	17
	II.	AGRICULTURE AND FORESTRY RESOURCES	20
	III.	AIR QUALITY	22
	IV.	BIOLOGICAL RESOURCES	28
	V.	CULTURAL RESOURCES	37
	VI.	ENERGY	42
	VII.	GEOLOGY AND SOILS	44
	VIII.	GREENHOUSE GAS EMISSIONS	49
	IX.	HAZARDS AND HAZARDOUS MATERIALS	52
	X.	HYDROLOGY AND WATER QUALITY	56
	XI.	LAND USE AND PLANNING	61
	XII.	MINERAL RESOURCES	68
	XIII.	NOISE	69
	XIV.	POPULATION AND HOUSING	73
	XV.	PUBLIC SERVICES	74
	XVI.	RECREATION	76

TABLE OF CONTENTS (cont.)

Section			Page
	XVII.	TRANSPORTATION	77
	XVIII.	TRIBAL CULTURAL RESOURCES	79
	XIX.	UTILITIES AND SERVICE SYSTEMS	81
	XX.	WILDFIRE	83
	XXI.	MANDATORY FINDINGS OF SIGNIFICANCE	85
4.0	**REFERENCES**		**87**
5.0	**PREPARERS**		**89**

LIST OF APPENDICES

A Preliminary Design Report
B Air Quality Worksheets
C Biological Resources Letter Report
D Cultural Resources Survey & Historic Structures Evaluation
E Noise Letter Report
F Public Comment Letters and Responses
G Mitigation Monitoring and Reporting Program

TABLE OF CONTENTS (cont.)

LIST OF FIGURES

No.	Title	Follows Page
1	Regional Location	6
2a	Vicinity Map (Overall)	6
2b	Vicinity Map (LSWWTP)	6
2c	Vicinity Map (West of I-5)	6
2d	Vicinity Map (Between I-5 and Canyon Drive)	6
2e	Vicinity Map (Between Canyon Drive and El Camino Real)	6
3	Proposed Site Improvements at the LSWWTP	8
4	Conceptual Electrical Utilities Underground Conversion	14
5a	Potential Staging Areas (LSWWTP)	14
5b	Potential Staging Area (Buccaneer Force Main)	14
6	Cultural Resources Sensitivity	40
7	FEMA Flood Zones	60
8	Tsunami Hazard Map	60

LIST OF TABLES

No.	Title	Page
1	Proposed Project Components	8
2	Construction Activities by Phase	13
3	Construction Equipment Assumptions	25
4	Screening-Level Thresholds for Construction Period Air Quality Impact Analysis	25
5	Maximum Daily Construction Emissions	26
6	Existing Vegetation Communities and Land Cover Types	30
7	Special-Status Animal Species	31
8	Estimated Construction GHG Emissions	50
9	Lift Station Major Noise Sources	72

This page intentionally left blank

ACRONYMS

AB	Assembly Bill
AMSL	above mean sea level
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Oceanside
CLOMR	Conditional Letter of Map Revision
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historic Resources
CSMP	Construction Site Monitoring Program
C-TU	Coastal Transportation and Utility
CUP	Conditional Use Permit
dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
E	Endangered
EIR	environmental impact report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
gpm	gallons per minute
I	Interstate
IS	Initial Study

ACRONYMS (cont.)

LSWWTP	La Salina Wastewater Treatment Plant
LCP	Local Coastal Program
LOMR	Letter of Map Revision
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MND	mitigated negative declaration
MT CO_2e	metric tons of carbon dioxide equivalents
Mw	Moment Magnitude
N_2O	nitrogen
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	negative declaration
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM	particulate matter
$PM_{2.5}$	2.5 micrometers in diameter
PM_{10}	10 micrometers in diameter
PRC	Public Resources Code
Project	La Salina Wastewater Treatment Plant Decommissioning Project
PUT	Public Utility Transportation Zone
REAP	Rain Event Action Plan
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SAP	Subarea Habitat Conservation Plan/Natural Community Conservation Plan
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric
SLRWRF	San Luis Rey Water Reclamation Facility
SO_2	sulfur dioxide
SR	State Route
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resources Control Board

ACRONYMS (cont.)

T	Threatened
TACs	Toxic air contaminants
TMDL	total maximum daily load
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UV	ultraviolet
VOC	volatile organic compound
WCPZ	Wildlife Corridor Planning Zones
WL	Watch List
WQIP	Water Quality Improvement Plan

This page intentionally left blank

1.0 INTRODUCTION

The City of Oceanside (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study (IS) to evaluate the potential environmental consequences associated with the proposed ~~La Salina Wastewater Treatment Plant (LSWTTP) Flow Diversion and~~ Buccaneer Lift Station and Force Main Project (project or proposed project). Specifically, the project involves flow diversion from the LSWWTP to the San Luis Rey Water Reclamation Facility (SLRWRF), construction of a new Buccaneer Lift Station and Buccaneer Force Main to divert the flows, upgrades to existing stormwater treatment facilities at the LSWWTP site, and addition of other amenities at the LSWWTP site, including public facilities, parking, and recreation improvements, as well as undergrounding an existing electric distribution line maintained by San Diego Gas & Electric (SDG&E).

Approval of the proposed project is a discretionary action and is, therefore, subject to the requirements of CEQA. Per CEQA requirements (Public Resources Code [PRC], Division 13, Sections 21000–21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000–15387), an IS/Environmental Checklist Form was prepared to provide the basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) for the proposed project. An IS is intended to satisfy the requirements of CEQA (PRC Division 13, Sections 21000–21177) and the State CEQA Guidelines (14 CCR 15000–15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts.

Per CEQA (14 CCR 15070), an MND may be prepared for a project subject to CEQA when an IS has identified potentially significant impacts on the environment, but when mitigation measures are included so that no significant impacts on the environment would result from project implementation. Based on the findings of this IS, the City has determined that an MND is the appropriate document to present an environmental review of the proposed project in compliance with CEQA (herein collectively referred to as IS/MND). Chapter 3 of this IS/MND contains the IS.

1.1 INITIAL STUDY INFORMATION SHEET

1.	Project Title:	~~La Salina Wastewater Treatment Plant (LSWWTP) Flow Diversion and~~ Buccaneer Lift Station and Force Main Project
2.	Lead Agency Name and Address:	City of Oceanside 300 North Coast Highway Oceanside, CA 92054
3.	Contact Person and Phone Number:	~~Adam Hoch~~Robin Huber, PE~~, QSD~~; ~~(858) 431-9767~~(760) 435-5867
4.	Project Location:	1330 Tait Street, Oceanside, CA 92054 (Current Facility Address) 1424 South Pacific Street, Oceanside, CA 92054 (Proposed Facility Address)
5.	Project Sponsor's Name and Address:	City of Oceanside 300 North Coast Highway Oceanside, CA 92054
6.	General Plan Designation:	Coastal Transportation and Utility (C-TU)
7.	Zoning:	Public Utility Transportation Zone (PUT)
8.	Description of Project:	Diverting flow from the LSWWTP, constructing a new lift station and force main, rehabilitating an existing stormwater treatment facility, adding public parking and recreation amenities, and undergrounding an SDG&E electric distribution line (see Section 2.0)
9.	Surrounding Land Uses:	North: Residential; South: Open Space/Park; East: Industrial/Residential; West: Residential
10.	Other Public Agencies Whose Approval is Required:	Federal Emergency Management Agency (FEMA) San Diego Regional Water Quality Control Board (RWQCB)
11.	Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has this consultation begun?	Pursuant to Assembly Bill (AB) 52, the San Luis Rey Band of Mission Indians requested consultation with the City for the proposed project. The City held a consultation meeting with the San Luis Rey Band of Mission Indians on June 21, 2024. The San Luis Rey Band of Mission Indians indicated agreement with the City's standard cultural resources management and monitoring mitigation measures. The Rincon Band of Luiseño Indians did not request consultation, but they did provide a letter to the City concurring with the City's cultural resources management and monitoring mitigation measures for the project, requested to be notified of any changes in project plans, and requested to receive a copy of the final monitoring report.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The lead agency has defined the column headings in the environmental checklist as follows:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

The environmental factors checked below would be potentially affected by the proposed project and would involve at least one impact that would be "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
■ Biological 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	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	■ Mandatory Findings of Significance

1.3 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
■	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect I) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

October, 14, 2026

Date

Robin Huber

Printed Name

City of Oceanside, Water Utilities Dept

For

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW AND BACKGROUND

The proposed project primarily involves the diversion of wastewater flows from the existing LSWWTP at 1330 Tait Street in Oceanside, which is past its useful life. Flows would be diverted to the SLRWRF via the new Buccaneer Lift Station and Force Main. Several other improvements to the City's wastewater and stormwater system are necessary and included as part of the proposed project. Other site improvements include the provision of a public parking lot, a bike/pedestrian path, site access, solid waste storage bins, walls/fencing, and landscaping, as well as the removal of overhead electric lines and power poles from the LSWWTP site.

The LSWWTP receives wastewater and stormwater flows for treatment from customers in western and southern Oceanside and serves as the connection point for multiple regional discharge pipelines (including treated effluent from Fallbrook, Camp Pendleton, and the SLRWRF), treated brine from the Mission Basin Groundwater Purification Facility (the brine line), and other industrial discharges to an ocean outfall vault at the project site. The LSWWTP was constructed between 1948 and 1950 and consisted of an oxidator building (which housed two pre-aeration and sedimentation tanks, an office, and laboratory rooms), two digester tanks connected by a concrete-block equipment room, and sludge heating and gas control equipment in the central portion of the project site. The design capacity was originally 1.9 million gallons per day (mgd), to serve a population of about 12,500 people. Oxidation ponds and an ocean outfall vault were also constructed in the southern portion of the site near Loma Alta Creek. In 1958, the ocean outfall vault was decommissioned when a water reclamation system was installed to divert treated water to Whelan Lake. An expansion to the LSWWTP occurred in the mid-1970s and included the installation of two larger digester tanks in the northeastern portion of the project site, repurposing of the original two digester tanks into sludge holding tanks, removal of the oxidator building and construction of two primary clarifier tanks, and infilling of the oxidation ponds near Loma Alta Creek to support the construction of several other wastewater-related structures that currently exist at the project site.

To respond to water quality issues at Buccaneer Beach just west of the LSWWTP, a 12-inch-diameter ocean outfall pipe from 1926 was replaced in the early 1980s with a 42-inch-diameter and 8,400-foot-long (or 1.6-mile) ocean outfall pipeline to improve the conveyance of treated wastewater to the Pacific Ocean. In the 1990s, the City began to divert flows from Loma Alta Creek to be treated at the LSWWTP during dry weather conditions. Starting in 1992, stormwater within Loma Alta Creek was pumped into the offshore ocean outfall; however, the City installed an ultraviolet (UV) stormwater treatment facility at the LSWWTP in 2008, which increased the capability for dry weather flows to be treated and released at Buccaneer Beach, instead of through the ocean outfall pipe.

Due to the age of the facility and the cost to modernize the facility, the City has recommended that wastewater flows be diverted from the LSWWTP to the existing SLRWRF, located more than seven miles northeast of the LSWWTP. Initially, the City anticipated repurposing the existing Fallbrook Outfall to convey sewage flows to Pala Road and to the existing Mission Avenue Force Main. However, based on capacity limitations and the potential for pipeline repairs to be needed to support the additional wastewater flows within the existing Fallbrook Outfall, four alignments were considered to divert flows from the LSWWTP to the SLRWRF, via a new force main, including: (1) within Mission Avenue into the Mission Avenue Force Main; (2) within Oceanside Boulevard into the Mission Avenue Force Main; (3) within Oceanside Boulevard into a future El Corazon Lift Station and to the existing Buena Vista Force

Main; or (4) within Oceanside Boulevard directly into the existing Buena Vista Force Main. This last alignment was selected as the preferred alignment and is termed the Buccaneer Force Main. In order to redirect flows through the proposed Buccaneer Force Main within Oceanside Boulevard to the existing Buena Vista Force Main, several related improvements would be necessary at the LSWWTP site, including the construction of a new lift station (i.e., the Buccaneer Lift Station), equalization tank, and an emergency storage tank. Other proposed site improvements at the LSWWTP site include the relocation and removal of above and belowground utilities, the relocation of the existing ocean outfall meter and bypass vault, the addition of two vehicle entrances along Pacific Street, the construction of a public parking lot, and a bike/pedestrian path between the southern boundary of the LSWWTP site and Loma Alta Creek~~. Finally, the existing UV stormwater treatment facility would be rehabilitated and improved within the existing structure with no exterior improvements proposed~~ (see subsection 2.4 of this IS/MND for a full description of the proposed project components).

2.2 PROJECT LOCATION

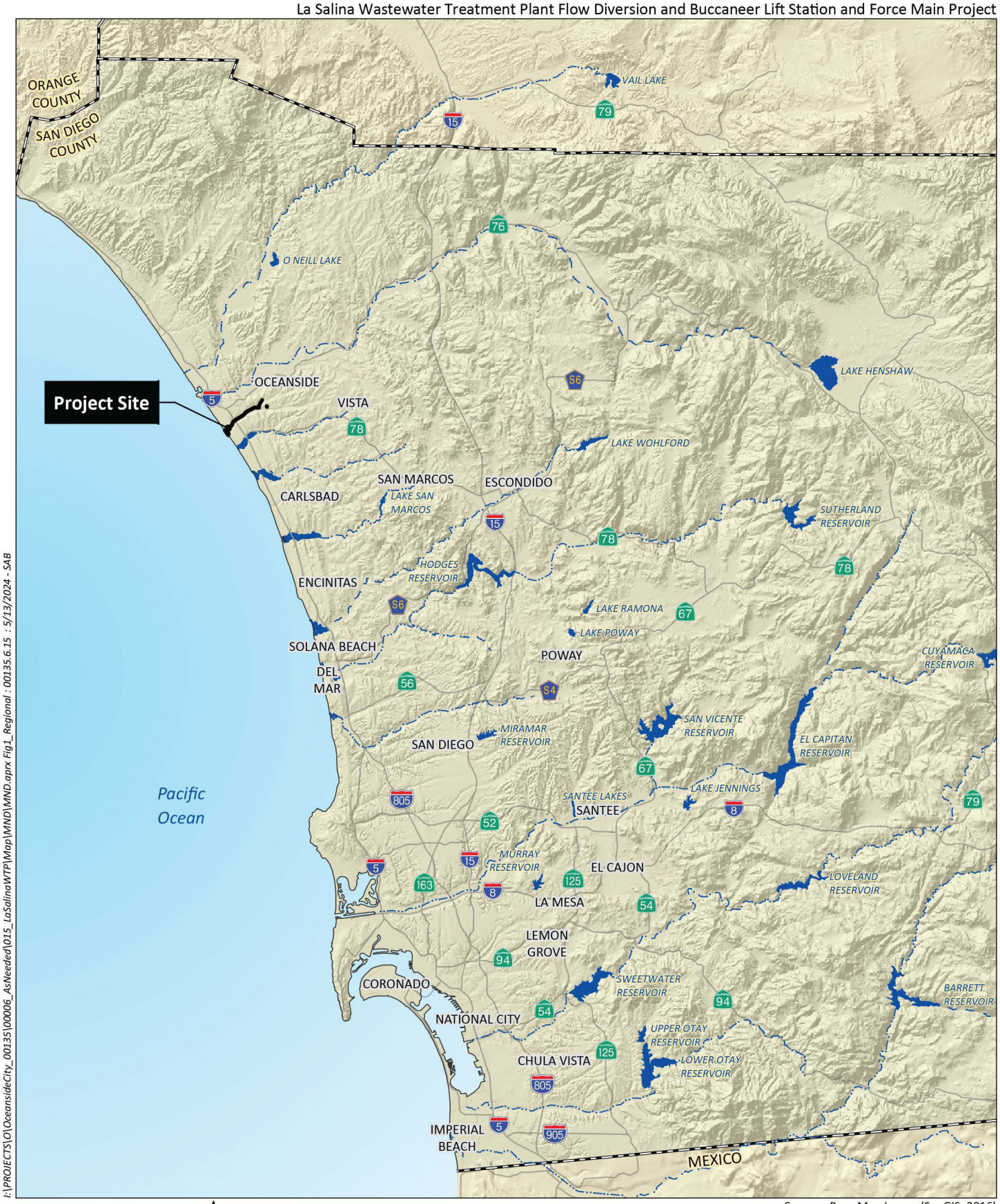
The proposed project is in the City, located in northern San Diego County. The location of the LSWWTP site and Buccaneer Force Main alignment are shown on Figure 1, *Regional Location*. As there are various related project components that span a large area, a series of figures is included to provide context for the proposed project in relation to immediately surrounding areas. Figure 2a, *Vicinity Map (Overall)*, depicts the entirety of the 41.7-acre project area on an aerial photograph, and identifies the locations of the LSWWTP site, the proposed three-mile-long force main along Oceanside Boulevard and Garrison Street, and the potential staging area just east of the intersection of Oceanside Boulevard and El Camino Real. Figure 2b, *Vicinity Map (LSWWTP)*, includes areas that surround the LSWWTP site, and depicts the site's proximity to the Pacific Ocean, Loma Alta Creek, the railroad, single- and multi-family residences, Buccaneer Beach, and Buccaneer Park. Figure 2c, *Vicinity Map (West of I-5)*, shows the areas around Oceanside Boulevard on the west side of Interstate (I-) 5, which includes a mix of residential and commercial uses and a school (Surfside Educational Academy). Figure 2d, *Vicinity Map (Between I-5 and Canyon Drive)*, depicts the commercial uses that line Oceanside Boulevard, as well as the railroad that runs along the south side of Oceanside Boulevard. Figure 2e, *Vicinity Map (Between Canyon Drive and El Camino Real)*, shows a mix of uses including light industrial, residential, commercial, and institutional uses (i.e., a church and a high school) along Oceanside Boulevard and a mix of residential and school uses along Garrison Street. A staging area east of the intersection of El Camino Real and Oceanside Boulevard is also shown on Figure 2e, which consists of a graded and disturbed area just north of Ocean Shores High School.

2.3 EXISTING CONDITIONS

The project site consists of a total of 41.7 acres, including the 8.7-acre LSWWTP site; right-of-way along an approximately 2.5-mile stretch of Oceanside Boulevard between Pacific Street and Garrison Street; right-of-way along an approximately 0.5-mile stretch of Garrison Street between Oceanside Boulevard and Mesa Drive; right-of-way along Godfrey Street, Tait Street, and Crosswaithe Street; and a staging area along Oceanside Boulevard, east of El Camino Real. The existing physical conditions are discussed below as they relate to the locations of the LSWWTP and the Buccaneer Force Main.

LSWWTP

The following discussion describes the existing conditions at the LSWWTP, which is located just east of Buccaneer Beach on the opposite side of Pacific Street in the City's South Oceanside neighborhood (see



Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

Regional Location

Figure 1

Buccaneer Force Main
LSWWTP
Staging Area
California Coastal Zone

S.D. COUNTY
OCEANSIDE

OCEANSIDE
CARLSBAD

0 1,500 Feet

Source: Aerial (Maxar, 2022)

I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig2a_VicinityMap_Overall : 00135.6.15 : 5/13/2024 - SAB

HELIX
Environmental Planning

Vicinity Map (Overall)

Figure 2a



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig2b_VicinityLaSalina : 00135.6.15 : 5/13/2024 - SAB

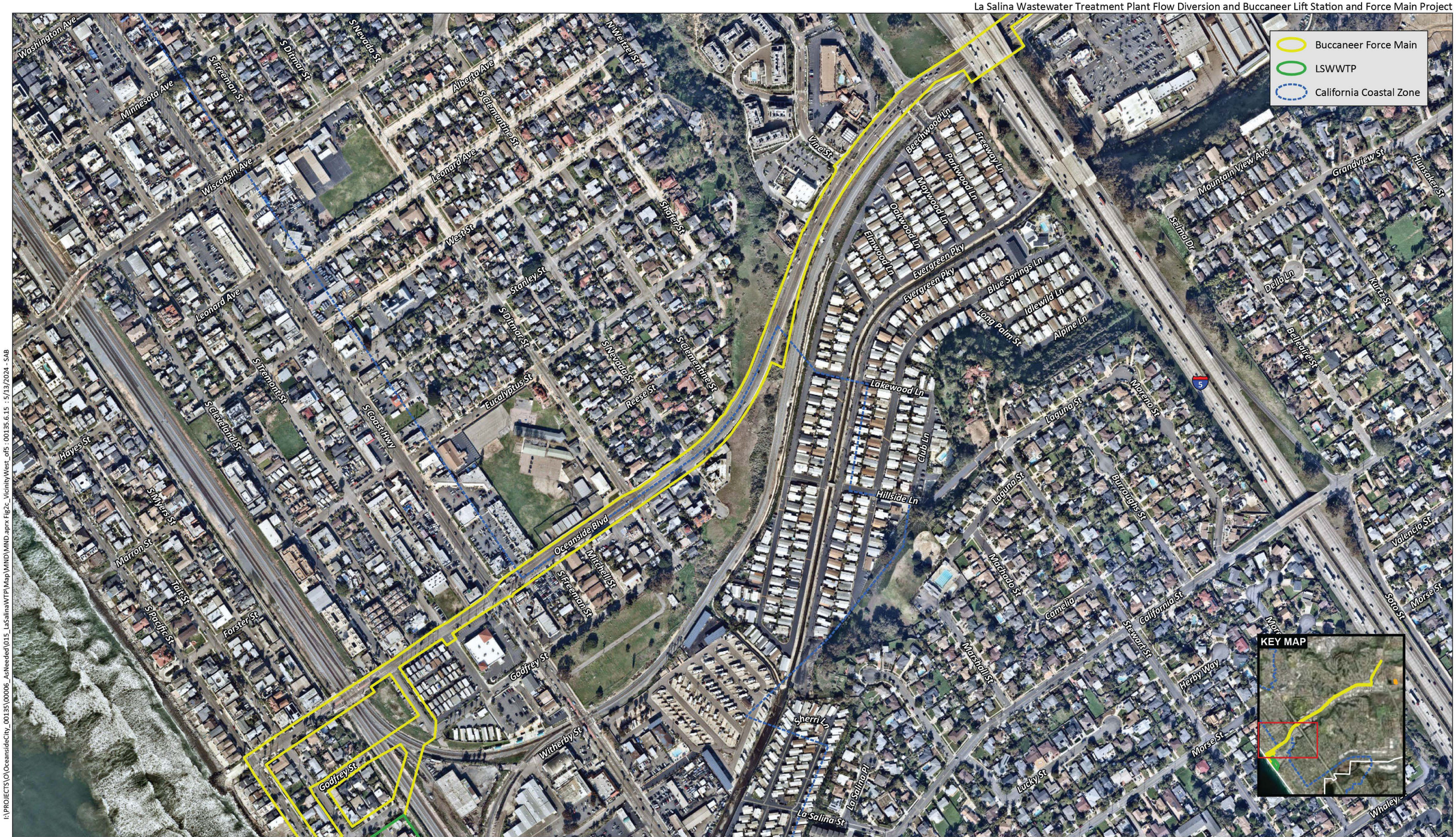
Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Vicinity Map (LSWWTP)

Figure 2b

La Salina Wastewater Treatment Plant Flow Diversion and Buccaneer Lift Station and Force Main Project



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig2c_VicinityWest_of5 - 00135.6.15 - 5/13/2024 - SAB

0 400 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Vicinity Map (West of I-5)

Figure 2c

Buccaneer Force Main
California Coastal Zone

Cadillac Cir
Grace St
Winchester St
Saratoga St
Raymond Ln
Country Club Ln
Greenbrier Dr
Goat Hill Dr
Hoover St
Oceanside Blvd
Canyon Dr
Apple St
Skylark Dr
Crestridge Dr
Kea St
Dunstan St
Downs St
Denise Cir
Pambard Cir
Faith Cir
Zabyn St
State Tree
S Oceanside Blvd
Union Plaza Ct
Rue De La Montagne
Crouch St
Ridgeway St
Lincoln Middle School
Grandview St
Vine St
Buckley Pl
Freeway Ln
5

KEY MAP

0 400 Feet

N

Source: Aerial (SanGIS, 2023)

I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig2d_Vicinity5toCanyon : 00135.6.15 : 5/13/2024 - SAB

HELIX Environmental Planning

Vicinity Map (Between I-5 and Canyon Drive)

Figure 2d

Buccaneer Force Main
Staging Area
California Coastal Zone

Mesa Dr
Seafarer Dr
Boatswain Ct
Vista Montana
Leeward Ct
Pear Blossom Cir
Mesa Dr
Bowsprit Dr
Compass Rd
Islander St
Butler St
Cottingham St
N Barnwell St
Todd St
Parnassus Cir
Mainsail Rd
Voyager Ct
Garrison St
Turnbull St
La Cresta Dr
Fowles St
Edgehill Ln
Bluff View
Towne Center Dr
Mesa Dr
Carriage Dr
Fousset Rd
S Barnwell St
Penkea Dr
Guinevere Dr
Lomita St
Lancelot Dr
Macdonald St
Corto St
Oceanside Blvd
El Camino Real
Barnwell Pl
East St
Hidden Canyon Way
Industry St
Gerrison St
Hoover St
Skylark Dr

KEY MAP

0 450 Feet

N

Source: Aerial (SanGIS, 2023)

I:\PROJECTS\OI\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig2e_VicinityCanyontoElCam : OntoElCam - 00135.6.15 - 5/13/2024 - SAB

HELIX Environmental Planning

Vicinity Map (Between Canyon Drive and El Camino Real)

Figure 2e

Figure 2b). Topography at the LSWWTP site generally slopes southward towards Loma Alta Creek, with northern elevations around 34 feet above mean sea level (AMSL) and southern elevations around 13 feet AMSL. A large earth mound occurs at the southwestern part of the site adjacent to Pacific Street. Groundwater is anticipated to be influenced by tidal fluctuations due to the proximity to the Pacific Ocean and Loma Alta Creek and low elevations in the southern portion of the site. Groundwater was encountered at about seven feet below the surface in the southern portions of the site and was not encountered at a depth of 11.5 feet in the northern portion of the site.

Site access to the LSWWTP is achieved via a restricted gate from Crosswaithe Street at the northern end of the LSWWTP site. Chain-link fencing separates the LSWWTP site from the railroad tracks directly to the east. Infrastructure at the LSWWTP site can be categorized as dedicated to wastewater treatment, stormwater treatment, or other support structures. The existing LSWWTP typically treats about 3.1 mgd, or 2,153 gallons per minute (gpm), and experiences peak wastewater flows of up to 9.7 mgd or 6,736 gpm (Appendix A). The two abandoned digester tanks with a connecting concrete-block equipment room and the ocean outfall vault are the only remaining structures from the original construction of the LSWWTP. Existing operations at the LSWWTP include between 10 and 12 employees per day. Employee parking currently includes a paved area in the southern portion of the site, and sludge removal by a truck occurs two or three times per month.

Stormwater is received during the dry months (April through September) via an intake gate along Loma Alta Creek that feeds to the existing UV stormwater treatment facility in the southern portion of the LSWWTP site. During the wet months (October through March), a berm in Loma Alta Creek is removed by City crews, and runoff flows continuously to the ocean without treatment. Access for City crews to Loma Alta Creek is currently provided in the southwestern portion of the LSWWTP site by a gated boat ramp and paved concrete driveway. The UV stormwater treatment facility consists of two continuous backwash filters to filter out solids, algae, and other material, as well as two ultraviolet light reactors used for disinfection of viruses and bacteria. Stormwater flows are below their design capacity due to the elevation of the intake pipe above the surface of Loma Alta Creek, which limits the amount of water that can be gravity-fed. Specifically, the UV stormwater treatment facility was designed to treat up to 1.3 mgd or 900 gpm, and current estimates suggest an actual flow of 0.36 mgd or 250 gpm, with a peak day flow of about 0.46 mgd or 318 gpm.

Existing utilities at the LSWWTP site include underground and overhead facilities. Raw wastewater is received at the LSWWTP via five underground gravity-fed sewer pipelines, including a 33-inch pipeline within Tait Street, an 18-inch pipeline from Buccaneer Beach Park, a 15-inch pipeline from Pacific Street, a 12-inch pipeline from South Coast Highway, and a 10-inch pipeline from Broadway Street. A 10-inch brine line and 24-inch land outfall also traverse the project site. Existing underground water, sewer, and gas connections are provided to the LSWWTP near the control building and secondary clarifier from Tait and Pacific streets. Electricity at the LSWWTP is provided by an overhead medium voltage electric distribution line owned and maintained by SDG&E. The overhead electric distribution line spans the southern half of the LSWWTP site between a pole near the UV stormwater treatment facility and a pole at the driveway into the LSWWTP site at the southeastern corner of Tait Street and Witherby Street. Four wooden electrical distribution poles that support overhead electric distribution lines are located within the southern half of the LSWWTP site. Other existing operations at the LSWWTP include refuse/trash storage during the summer months when City crews perform beach cleanup activities at nearby Buccaneer Beach.

Buccaneer Force Main

The following includes a description of the existing conditions related to the proposed Buccaneer Force Main, and generally includes areas along Oceanside Boulevard, as well as portions of Garrison Street and other local streets near the LSWWTP site (see Figures 2b through 2e). Oceanside Boulevard is classified in the City's General Plan as a Collector Road west of the Coast Highway and a Major Arterial roadway between Coast Highway and El Camino Real. Current lane configurations generally include one lane in either direction west of Coast Highway and two lanes in either direction east of Coast Highway. Oceanside Boulevard is surrounded by suburban development, except for a stretch approximately between Nevada Street and Vine Street, which is mostly undeveloped on the northern side of Oceanside Boulevard. Several single-family residences are also located along portions of Oceanside Boulevard, generally east of I-5. A 24-inch land outfall pipeline is located within Oceanside Boulevard beginning at the SLRWRF that flows towards the ocean outfall vault at the LSWWTP site. Streets surrounding the LSWWTP site include Godfrey Street, Tait Street, Witherby Street, and Crosswaithe Street, each of which is a residential street with one travel lane in each direction, curb, gutter, and sidewalk improvements, and on-street parking.

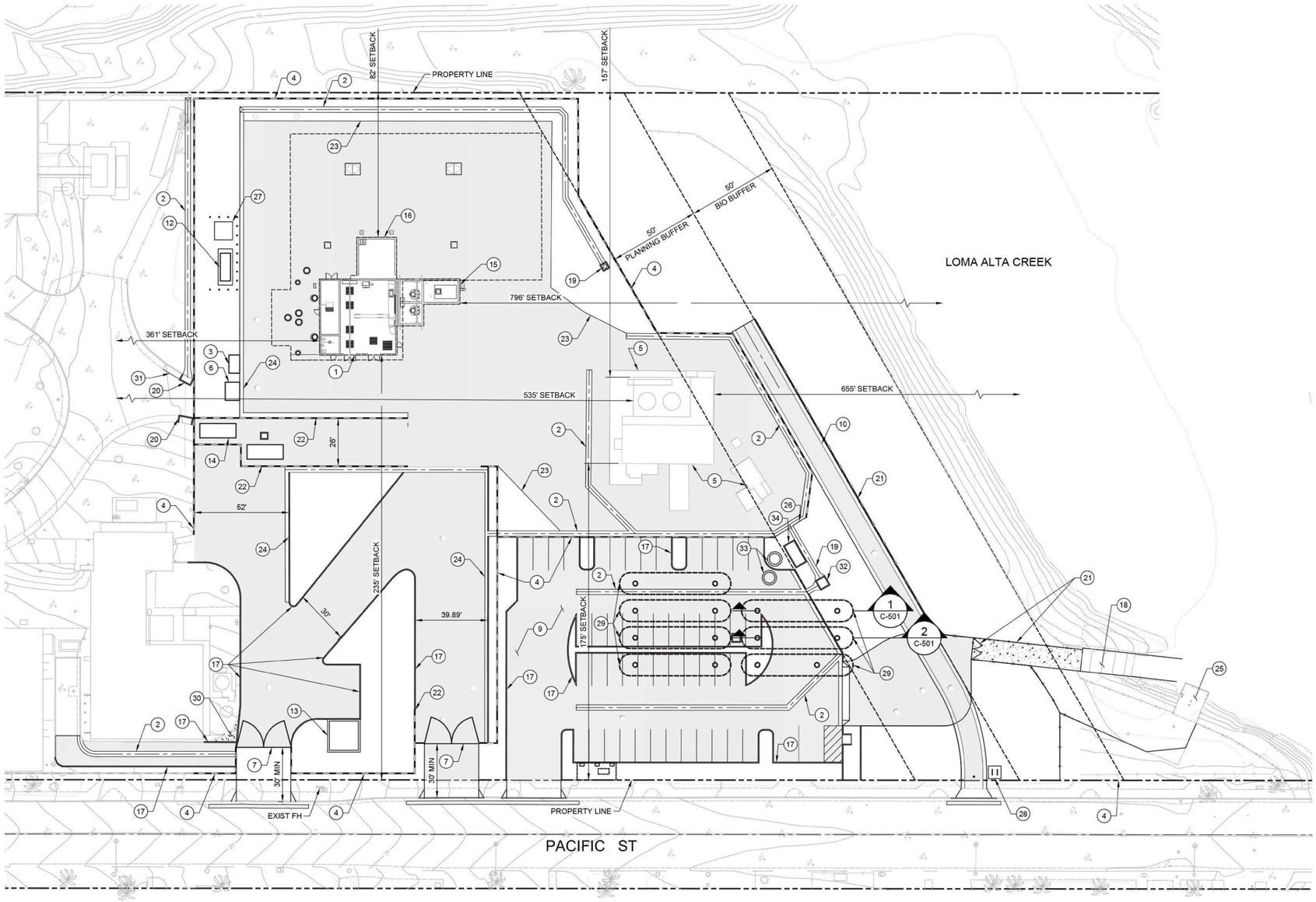
Garrison Street is not classified in the City's General Plan but operates as a two-lane road oriented in a northeast-southwest direction. This roadway connects at its southern terminus to Oceanside Boulevard about a quarter-mile west of El Camino Real and continues from Oceanside Boulevard for a quarter-mile in a northeast direction before it dead-ends at the former Garrison Elementary School. There is an approximately 700-foot gap before the road then continues for another 700 feet where it terminates at Mesa Drive, just west of El Camino Real. Surrounding land uses near Garrison Street include educational, commercial, and residential uses.

2.4 PROJECT COMPONENTS

The proposed project involves several improvements to the City's wastewater ~~and stormwater~~ system~~s~~, including constructing the Buccaneer Lift Station and Force Main to divert wastewater flows from the existing LSWWTP~~, as well as upgrading an existing stormwater treatment facility~~. Other project-related components include support for future City operations as well as public parking and recreation opportunities. The proposed improvements would occur within the existing boundaries of the LSWWTP site and within the right-of-way along public streets. The project-related improvements are described in detail below and summarized in Table 1, *Proposed Project Components*. Improvements at the LSWWTP site are depicted on Figure 3, *Proposed Site Improvements at the LSWWTP*.

Table 1
PROPOSED PROJECT COMPONENTS

Wastewater	Buccaneer Lift Station; Load Equalization Tank; Emergency Storage Tank; Buccaneer Force Main
~~**Stormwater**~~	~~UV Stormwater Treatment Facility (interior improvements to existing facility)~~
Support/Other	Public Parking Lot; Bike/Pedestrian Path; Site Access; Solid Waste Storage Bins; Walls/Fencing; Landscaping; Utility Relocations; Ocean Outfall Meter and Bypass Vault (existing to be relocated)



CONSTRUCTION NOTES

1. CONSTRUCT BUCCANEER LIFT STATION
2. CONSTRUCT RIBBON GUTTER
3. CONSTRUCT MAIN SWITCHBOARD
4. CONSTRUCT 8' TALL PERIMETER CMU BLOCK WALL. CMU BLOCK WALL SHALL BE SPLIT-FACED WITH DARK TAN LOWER HALF AND LIGHT TAN UPPER HALF TO MATCH BUCCANEER PARK IMPROVEMENTS.
5. EXISTING UV FACILITY - REHABILITATE COMPONENTS AND AUTOMATION
6. CONSTRUCT TRANSFORMER
7. CONSTRUCT 30' WIDE SWING GATE
8. CONSTRUCT 30' WIDE ROLLING GATE
9. CONSTRUCT PUBLIC PARKING LOT (SEE SHEET C-108)
10. CONSTRUCT BIKE/PEDESTRIAN PATH
11. CONSTRUCT 14' WIDE DRIVEWAY AND PIPE GATE
12. CONSTRUCT EMERGENCY GENERATOR
13. CONSTRUCT RELOCATED OCEAN OUTFALL METER AND BYPASS VAULT
14. CONSTRUCT SOLID WASTE STORAGE BINS
15. CONSTRUCT ODOR SCRUBBER FACILITIES
16. CONSTRUCT BIOXIDE CHEMICAL FACILITIES
17. CONSTRUCT CONCRETE CURB
18. PROTECT IN PLACE EXISTING GATE AND BOAT RAMP
19. CONSTRUCT 3' X 3' CATCH BASIN
20. CONSTRUCT 3' X 6' CATCH BASIN
21. CONSTRUCT CHAIN LINK FENCE AND GATE
22. CONSTRUCT BLOCK WALL
23. CONSTRUCT REDWOOD HEADER
24. CONSTRUCT CURB AND GUTTER
25. PROTECT IN PLACE EXISTING LAGOON PUMP AREA
26. CONSTRUCT TUBE STEEL FENCING
27. CONSTRUCT COMMUNICATIONS ANTENNA
28. BICYCLE PARKING
29. CONSTRUCT UNDERGROUND STORMWATER STORAGE TANKS PER DTL 1 ON SHT
30. CONSTRUCT SIDEWALK, MATCH EXISTING
31. CONSTRUCT GUTTER, MATCH EXISTING
32. CONSTRUCT 5' X 5' CATCH BASIN
33. CONSTRUCT STORMWATER LIFT STATION WET WELL
34. CONSTRUCT STORMWATER LIFT STATION VALVE VAULT

LEGEND

- PROPERTY LINE/RIGHT OF WAY
- PLANNING/BIO BUFFER
- BLOCK WALL
- ASPHALT PAVING
- GRAVEL OR DG
- LANDSCAPING (SEE NOTE 3)
- CONCRETE

0 15' 30' 60'
SCALE: 1" = 30'

I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\Fig3_SitePlan.indd 00135.6.15 5/13/24 - SAB

Source: Tetratech, 2024

Wastewater

The primary component of the proposed project involves diverting wastewater flows from the existing LSWWTP, reconfiguring the site, and completing infrastructure improvements to transfer the wastewater flows to the SLRWRF. Specifically, the proposed changes include (1) constructing the Buccaneer Lift Station, load equalization tank, and emergency storage tank in the southern part of the LSWWTP site and (2) constructing the approximately three-mile Buccaneer Force Main along Oceanside Boulevard and along a portion of Garrison Street. Further details for each of these individual components are included below. No improvements to the SLRWRF are proposed.

- **Buccaneer Lift Station**. The proposed Buccaneer Lift Station would be constructed in the southern part of the LSWWTP site and would accommodate stormwater flows during dry and wet months. Specifically, flows are anticipated to average 2.1 mgd (about 1,460 gpm), with peak flows reaching 3.4 mgd (about 2,360 gpm) during the dry months and 6.1 mgd (about 4,240 gpm) during the wet months; however, the facility would be sized to accommodate up to 8.5 mgd (about 5,900 gpm). The structure would be designed to the satisfaction of the City's Planning Commission and in accordance with the current California Building Code. It would consist of concrete masonry walls with a metal truss gable roof with composite roof tiles, like the architecture and system design of the Mission Avenue Lift Station, and would be approximately 24 feet in height. Associated equipment would include electric and telemetry equipment, a restroom, an emergency backup generator within a weatherproof enclosure, and odor controls. Odor control would accommodate an estimated airflow of 7,800 cubic feet per minute from the wet well, load equalization tank, and emergency storage tank and would involve wet scrubbing into a scrubbing solution. As shown ~~as Item 1~~ on Figure 3, there would be a concrete drainage swale surrounding the proposed Buccaneer Lift Station, load equalization tank, and emergency storage tank to divert stormwater from entering the area.

    - **Load Equalization Tank**. The proposed load equalization tank would be located beneath the proposed lift station at a depth of 27 feet below ground surface (bgs) in accordance with the American Concrete Institute's 350-06 Code Requirements for Environmental Engineering Concrete Structures and would be connected to the Buccaneer Lift Station splitter box with a capacity of 600,000 gallons. Use of the load equalization tank would occur when flow volumes exceed the high-water level.

    - **Emergency Storage Tank**. The proposed emergency storage tank would also be located beneath the proposed lift station at a depth of 27 feet bgs in accordance with the American Concrete Institute's 350-06 Code Requirements for Environmental Engineering Concrete Structures and connected to the load equalization tank to accommodate up to 500,000 gallons of additional wastewater in an emergency. To facilitate the transfer of wastewater between the load equalization tank and the emergency storage tank, a backup generator would control a low dam (i.e., a weir) located at the top of a wall between the two structures to allow excess wastewater to transfer from the load equalization tank. Conversely, wastewater could be transferred from the emergency storage tank to the load equalization tank through a sliding gate (i.e., a sluice gate) at the bottom of the wall between the structures. With anticipated flows averaging 2.1 mgd (about 1,460 gpm) and maximum flows reaching 6.1 mgd (about 4,240 gpm), City staff would have five hours and 42 minutes (342 minutes) under

average conditions and about two hours (118 minutes) under peak wet weather conditions before the capacity of the emergency storage tank would be reached.

- **Crime Prevention Through Environmental Design (CPTED) Features.** The Oceanside Police Department (OPD) reviewed the proposed project using CPTED principles and provided suggestions related to on-site lighting, visibility, landscaping, security, access, and maintenance to reduce opportunities for vandalism, trespassing, and unauthorized use (OPD 2026), as described further where applicable below under "Other Improvements." To the extent feasible and consistent with project objectives, biological resource protections, and City lighting standards, these features may be incorporated into final project design. Lighting would be required to comply with Oceanside Municipal Code Chapter 39 (Light Pollution Regulations) and would be designed and maintained to be shielded or angled below the horizontal plane and directed such that there is no light trespass onto adjacent properties and sensitive habitat areas.

- **Buccaneer Force Main**. Once wastewater treatment ceases at the LSWWTP, raw wastewater flows would be routed to the Buccaneer Force Main originating at the proposed Buccaneer Lift Station, continuing within a new alignment along Oceanside Boulevard and Garrison Street, and eventually connecting to the existing Buena Vista Force Main within Mesa Drive. As shown on Figures 2a through 2e, the Buccaneer Force Main would cross under the railroad tracks along Oceanside Boulevard, Godfrey Street, or Crosswaithe Street before continuing along Oceanside Boulevard until it reaches Garrison Street, approximately 2.5 miles east of the LSWWTP. From here, the Force Main would route north along Garrison Street for approximately 0.5 mile to Mesa Drive. Flows then enter into the existing Buena Vista Force Main at Mesa Drive and travel north to the SLRWRF for treatment. Several water pipelines along the Buccaneer Force Main alignment would be reconfigured (e.g., upsized, relocated, or replaced) to accommodate the Buccaneer Force Main and to minimize disturbances to residents and traffic. These improvements would include upsizing water pipelines to 8 inches in diameter in the following roadways: Tait Street (between 1130 Pacific Street and Crosswaithe Street); Godfrey Street (between Tait Street and NCTD ROW); Cleveland Street (between Godfrey Street and Oceanside Boulevard); and Tremont Street for 30 linear feet south of Oceanside Boulevard. An existing water line in Oceanside Boulevard (between Cleveland Street and South Coast Highway) would be relocated within Oceanside Boulevard to accommodate the Buccaneer Force Main.

~~**Stormwater**~~

~~The existing UV stormwater treatment facility in the southern portion of the LSWWTP site would remain in its current location and would be rehabilitated to continue to treat stormwater during dry weather periods (April through September). Rehabilitation efforts would consist of replacement of influent pumps in the wet well, replacement of filter media, and a new ultraviolet reactor system. No modifications would occur to the intake structure within Loma Alta Creek and the proposed rehabilitation efforts would not change the operational design or peak flows received at the UV stormwater treatment facility.~~

Other Improvements

Other improvements in the southern part of the LSWWTP would include a public parking lot with an entrance and exit along Pacific Street, a bike/pedestrian path parallel to Loma Alta Creek, two new gated entrances along Pacific Street for City vehicles to access a public works solids transfer station and

solid waste storage bins, and various fencing and landscaping improvements along the site perimeter. Further details for each of these individual components are included below and depicted on Figure 3.

- **Public Parking Lot**. A surface public parking lot would be constructed using conventional asphalt concrete over an aggregate base just west of the existing UV stormwater treatment facility and would include about 5165 parking spaces (see Item ~~14~~ 9 on Figure 3). Public parking would be permitted during hours that mirror those of surrounding parks ~~anytime~~ and would be available to the public at no charge. Ingress and egress would be provided from Pacific Street, resulting in the removal of approximately eight~~six~~ parking spaces along Pacific Street. Concrete drainage gutters to divert stormwater would be constructed within the parking lot (see Item 2~~6~~ on Figure 3).

- **Bike/Pedestrian Path**. A multi-use path for bicyclists and pedestrians is proposed in the southern part of the LSWWTP site, spanning between Pacific Street and the railroad just north of Loma Alta Creek (see Figure 3). The proposed bike/pedestrian path would be 10 feet wide with 2-foot-wide shoulders on either side and would be constructed of asphalt. Site access along the bike/pedestrian path would be provided at the existing sidewalk along Pacific Street and approximately two existing street parking spaces would be removed.

- **Site Access**. Two new gated entrances are proposed along Pacific Street in the southern part of the LSWWTP site, just south of the existing headworks building (see Figure 3). These entrances would provide City access to the site for ongoing maintenance of stormwater treatment and solid waste storage. These entrances would result in the removal of approximately eight existing parking spaces (including six spaces for ingress/egress to the public parking lot and two spaces for access to the bike/pedestrian path) currently available along Pacific Street and the entrances would not be accessible by the public.

- **Solid Waste Storage Bins**. The solid waste storage bins are identified as Item ~~23~~ 14 on Figure 3. As shown, they would be located just south of the existing headworks building and would replace the existing solid waste storage bins that are located near the existing UV stormwater treatment facility. This area would be accessed by City staff and cleanup crews approximately once a day during the summer months and less frequently during the remainder of the year to store trash collected at nearby beaches.

- **Walls/Fencing**. ~~Architectural~~ An eight-foot-tall concrete masonry unit wall~~s/fencing~~ would be installed to separate the public parking lot and bike/pedestrian path from the proposed wastewater conveyance facilities and existing stormwater treatment facilities to remain on site (see Item 4 on Figure 3). New chain link fencing would be provided along the southern edge of the bike/pedestrian path. Existing chain link fencing currently located along the northern edge of Loma Alta Creek would remain. ~~Proposed walls/fencing would be at least eight feet in height and would likely be constructed of block wall; however, screened chain-link or wrought-iron materials may also be used.~~

- **Landscaping**. Landscaping improvements are proposed within a 50-foot-wide biological buffer along the proposed bike/pedestrian path between Loma Alta Creek and the LSWWTP site. Plantings would include low-water use plants, such as native or drought-tolerant species.

- **Utility Relocations**. Various utilities are located at the LSWWTP site and would be moved or removed to accommodate the proposed project. Specifically, several wastewater pipelines, a brine line, and a land outfall pipe would be relocated from beneath the LSWWTP site to within roadways including Crosswaithe, Tait, Witherby, and Pacific streets. Existing water, sewer, and gas hookups in the northern part of the site that serve the existing LSWWTP would be removed and would not be relocated. Finally, SDG&E-owned and operated overhead electric lines and power poles would be removed from the LSWWTP site and relocated within Pacific Street and Tait Street. Two poles would remain on site, including the pole just south of the UV treatment facility and the pole at the end of Tait Street near a driveway into the LSWWTP site. The existing overhead line would be undergrounded west along Witherby Street for about 130 feet and south along Pacific Street for about 400 feet to a proposed transformer to be located between the proposed entrance gates along Pacific Street. The proposed electrical service would include a new 480 volt, three-phase electrical service with a single meter and an electric transformer. While the ultimate alignment of the proposed undergrounded electrical facilities is not yet determined, the locations of the existing poles to remain, the proposed electric transformer, and an approximate alignment for the undergrounded electrical lines are identified on Figure 4, *Conceptual Electrical Utilities Underground Conversion*.

- **Access to Loma Alta Creek**. A gated boat ramp and paved concrete driveway would continue to provide access for City staff to an existing wet well within Loma Alta Creek. A new gate at, and fencing along, the concrete driveway are proposed to restrict public access to Loma Alta Creek (see Item 21~~9~~ on Figure 3). The concrete driveway would be improved with new concrete. The existing gate at the boat ramp would remain and not be modified as a result of the proposed project.

  Crime Prevention Through Environmental Design Features. As noted above under "Wastewater," the OPD reviewed the project and provided CPTED suggestions to reduce opportunities for vandalism, trespassing, and unauthorized use (OPD 2026). To the extent feasible and consistent with project objectives, biological resource protections, and City lighting standards, these features may be incorporated into final project design. Features may include:

  - Parking lot hours similar to those of surrounding parks;
  - A single point of public ingress/egress to parking lot, with all other access points being gated and/or fenced;
  - New gate at, and fencing along, the existing concrete driveway used for City access to Loma Alta Creek;
  - An eight-foot-tall concrete masonry unit wall would be installed to separate the parking lot and bike/pedestrian path from the existing and proposed infrastructure facilities, and chain link fencing would be installed along the southern edge of the bike/pedestrian path.
  - New landscaping would use low-water use plants, such as native or drought-tolerant species;
  - Solid waste storage bins would be accessed by City staff and cleanup crews approximately once a day during the summer months and less frequently during the remainder of the year to store trash collected at nearby beaches; and

- Additional lighting fixtures where appropriate for wayfinding and security. Lighting would be required to comply with Oceanside Municipal Code Chapter 39 (Light Pollution Regulations) and would be designed and maintained to be shielded or angled below the horizontal plane and directed such that there is no light trespass onto adjacent properties and sensitive habitat areas.

2.5 CONSTRUCTION ACTIVITIES

Construction activities would occur over approximately 32 months and are anticipated to begin as early as ~~January 2025~~August 2027 and end by ~~August 2027~~April 2030. Construction equipment would include excavators, bulldozers, loaders, dump trucks, a backhoe, drum roller, tack wagon, water trucks for dust control, delivery/crew trucks, saw cutters, pile driving equipment to support the foundations of the load equalization tank and emergency storage tank, and light towers for construction at night. Dewatering would also occur for an approximately three- to five-month duration while the load equalization and storage tanks are constructed approximately 27 feet bgs. As shown below in Table 2, *Construction Activities by Phase*, three phases are anticipated to complete the proposed project. Construction staging for the proposed improvements at the LSWWTP would occur within the existing LSWWTP site, while staging for the Buccaneer Force Main along Oceanside Boulevard and Garrison Street would potentially occur at a City-owned lot located northeast of the intersection of Oceanside Boulevard and El Camino Real. The approximate locations of staging areas are depicted on Figure 5a, *Potential Staging Areas (LSWWTP)*, and Figure 5b, *Potential Staging Area (Buccaneer Force Main)*, and are further described below.

- **LSWWTP Staging**. Staging for the improvements at the LSWWTP site would occur in the southern portion of the property, just north of Loma Alta Creek within developed areas. As shown on Figure 5a, staging could occur within three areas totaling approximately 30,000 sf and would accommodate up to two construction trailers, storage of heavy construction equipment, and laydown areas for construction materials and scrap material to be hauled off-site. Materials and debris to be removed from the site would be recycled at a City-authorized facility, the nearest of which is located at 3210 Oceanside Boulevard (Moody's Construction).

- **Buccaneer Force Main Staging**. As shown on Figure 5b, staging for the Buccaneer Force Main could occur in the northeast quadrant of the intersection of El Camino Real and Oceanside Boulevard within a graded and disturbed lot.

Table 2
CONSTRUCTION ACTIVITIES BY PHASE

Phase	Start	Finish	Duration	Activities
1	~~January 2025~~August 2027	~~December 2026~~August 2029	24 months	Construct Buccaneer Force Main, Buccaneer Lift Station, load equalization tank, and emergency storage tank Construct manhole and a sewer bypass to allow disconnection from the LSWWTP and connect to the Buccaneer Lift Station
2	~~January 2027~~August 2029	~~June 2027~~February	6 months	Relocate utilities from LSWWTP site to within Crosswaithe, Witherby, Tait, and

Phase	Start	Finish	Duration	Activities
		2030		Pacific streets
3	~~January 2027~~August 2029	~~August 2027~~April 2030	8 months	~~Rehabilitate UV stormwater treatment facility~~ Construct the public parking, bike/pedestrian path, two gated entrances and access driveway along Pacific Street, solid waste storage bins, walls/fencing, and landscaping improvements
1-3	**~~January 2025~~August 2027**	**~~August 2027~~April 2030**	**32 months**	**Total Project Construction**

As shown in Table 2, the first phase of the project would involve construction of the Buccaneer Lift Station, load equalization tank, emergency storage tank, and Buccaneer Force Main to and within Oceanside Boulevard and Garrison Street. Construction of the load equalization tank and emergency storage tank would require dewatering over an estimated three- to five-month period for which a Construction Dewatering Permit from the San Diego Regional Water Quality Control Board (RWQCB) would be required prior to ground disturbance. Construction of the force main from the LSWWTP to Oceanside Boulevard (approximately 1,000 feet north of the existing force main connection point), would occur during the daytime (7:00 a.m. to 7:00 p.m.). The force main from the LSWWTP site to Oceanside Boulevard would be constructed within a combination of local streets between the LSWWTP and Oceanside Boulevard, including Witherby, Tait, Crosswaithe, or Godfrey Streets (see Figure 2b). Construction methods would involve conventional open-cut trenching along public streets and tunneling beneath the railroad that crosses Oceanside Boulevard. Work associated with installation of the force main is estimated to be completed in 200 linear-foot segments at a time. On-street parking along portions of Pacific Street, Tait Street, Crosswaithe Street, Godfrey Street, and Witherby Street would be temporarily restricted during construction.

For construction of the Buccaneer Force Main along Oceanside Boulevard, construction would occur at night (10:00 p.m. to 4:00 a.m.) to avoid disruptions to traffic flows. Trench plates would be placed along active areas of construction along Oceanside Boulevard and Garrison Street so that all lanes of traffic could be used during the daytime. The specifics of construction operations would be detailed within a Traffic Control Plan, which would describe specifications for construction within public roadways, including requirements for signage, barricades, traffic control, driveway impairments, flag persons, overnight storage of materials, public noticing of street/lane closures, the use of night lighting and flares, temporary signal timing devices for work within signalized intersections, and ultimate removal and clean-up of construction activities. The Traffic Control Plan would be approved and monitored by the City Traffic Department.

Phases two and three of project construction would occur during the daytime (7:00 a.m. to 7:00 p.m.). The second phase of construction would occur over a six-month period and would involve relocating underground and aboveground utilities to within Crosswaithe, Witherby, Tait and Pacific streets. The other improvements shown on Figure 3 in the southern part of the LSWWTP site would be constructed, including the public parking lot, bike/pedestrian path, gated entrances and access points along Pacific Street, solid waste storage bins, walls/fencing, and landscaping improvements.



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig4_UtilityUndergrounding : 00135.6.15 : 5/13/2024 - SAB

0 150 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Conceptual Electrical Utilities Underground Conversion

Figure 4



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig5a_PotentialStagingAreas : 00135.6.15 : 5/13/2024 - SAB

0 100 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Potential Staging Areas (LSWWTP)

Figure 5a



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig5b_PotentialStagingAreas : 00135.6.15 : 5/13/2024 - SAB

0 100 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Potential Staging Areas (Buccaneer Force Main)

Figure 5b

2.6 OPERATIONAL ACTIVITIES

Once construction is completed, the 8.7-acre LSWWTP site would include improvements within approximately 3.7 acres in the southern half of the site, including parking and recreational areas accessible to the public. Areas that would be restricted from public access would include the Buccaneer Lift Station, load equalization tank, emergency storage tank, waste storage bins, ocean outfall meter and bypass vault, and existing UV stormwater treatment facility. There would be occasional maintenance of the proposed lift station, as needed. The public areas would include the parking lot and bike/pedestrian path that would be open to the public year-round. It is anticipated that visitors to beach areas, especially Buccaneer Beach, would utilize the public parking lot in the summer months. The remaining 5.0 acres in the northern half of the currently occupied 8.7-acre LSWWTP site would not be improved or utilized as part of the proposed project.

2.7 DISCRETIONARY APPROVALS REQUIRED

- Adoption of this IS/MND
- Approval of a Conditional Use Permit (CUP) for the proposed Buccaneer Lift Station, Load Equalization Tank, Emergency Storage Tank, public parking lot, and bike/pedestrian path
- Approval of a Regular Coastal Permit by the City for development in the Coastal Zone
- Approval by the City of the Buccaneer Lift Station and Buccaneer Force Main Development Plans
- Approval by the City of a Traffic Control Plan for construction of the Buccaneer Force Main
- Issuance of an Encroachment Permit by the California Department of Transportation (Caltrans)

2.8 NON-DISCRETIONARY PERMIT APPROVALS REQUIRED

- Approval of a Storm Water Pollution Prevention Program (SWPPP) by the City
- Issuance of a Construction Dewatering Permit by the RWQCB
- Issuance of a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR) by the FEMA
- Construction Noise Exemption by the City Manager

3.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The following terms are used to describe the level of significance of impacts.

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant with Mitigation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The environmental analysis considers all components of the proposed project, including a separate subheading within each environmental resource topic to discuss potential environmental impacts associated with undergrounding an overhead electric distribution line owned and maintained by SDG&E that spans the southern half of the LSWWTP site. Three of four wooden electrical distribution poles that support overhead electric distribution lines within the southern half of the LSWWTP site would be removed and the overhead electric distribution line would be undergrounded along portions of Pacific and Witherby streets as shown in Figure 4.

I. AESTHETICS

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

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

Less Than Significant Impact. Scenic vistas include areas that are designated or otherwise identified in the City's General Plan and can include other viewing areas where scenic views are available. The City's Environmental Resource Management Element of the General Plan defines the types of areas in the City that provide scenic value and identifies specific areas within the City that provide visual open space and scenic areas. These areas generally include parks, schools, playgrounds, athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the Pacific Ocean.

Open space areas with scenic value within proximity of the LSWWTP site (including the staging area within the LSWWTP site) include the following locations, which are identified primarily for their western-facing views of the Pacific Ocean: Buccaneer Beach, an approximately half-acre popular public beach located west of Pacific Street and adjacent to the LSWWTP site; the Marshall Street Swim Center, a small neighborhood City park with a playground, picnic tables, and indoor swimming pool facilities, located about a half-mile northeast of the LSWWTP site; South Oceanside Elementary School, which includes an outdoor grass field and playground area about 0.7 mile southeast of the project site; and the Buena Vista Lagoon, a large coastal lagoon, located about a mile south of the LSWWTP (see General Plan Table ERM-2 and Figure ERM-8, *Existing Open Space*). While not designated in the City's General Plan as a scenic vista, Buccaneer Park, a public park with parking, a playground and basketball court, picnic areas, and an open grass field, provides views of Loma Alta Creek and Buccaneer Beach, and is located about 230 feet south of the LSWWTP site opposite of Loma Alta Creek.

Along the route of the proposed Buccaneer Force Main along Oceanside Boulevard and Garrison Street, and in proximity to the staging area at the northeastern corner of Oceanside Boulevard and El Camino

Real, the City's General Plan identifies Garrison Elementary (which is now permanently closed) as an open space area with scenic value. Garrison Elementary includes a large grassy playground area on the north side of the former school campus.

Current views from Buccaneer Park include views of the existing LSWWTP, parking area, and landscaping while views from Buccaneer Beach are mostly precluded by an existing fence and mature landscaping that line the eastern edge of Pacific Street. Of the scenic vistas in the area, the Marshall Street Swim Center, South Oceanside Elementary School, and the Buena Vista Lagoon are not anticipated to have views of the temporary or permanent improvements related to the proposed project due to distance, intervening topography, and vegetation. As such, scenic vistas that could be affected by the proposed project are limited to views from Buccaneer Beach and Buccaneer Park.

Visual changes associated with the proposed project would temporarily involve views of construction activities over an approximate 32-month period at the LSWWTP site and along approximately 2.5 miles of Oceanside Boulevard and an approximately 0.5-mile portion of Garrison Street. Permanent visual changes would involve aboveground components of the project, including the Buccaneer Lift Station, the public parking lot, bike/pedestrian path, walls/fencing, and landscaping improvements in the southern part of the LSWWTP site. Therefore, the potential for permanent visual impacts would be limited to Buccaneer Beach and Buccaneer Park.

During construction, views of work trucks, construction personnel, and construction equipment would be visible from portions of Buccaneer Park, Buccaneer Beach, and the former Garrison Elementary as these areas are adjacent to the project site. Views of construction equipment would be temporary and would alter depending on the phase of construction, the type of equipment in use, and the number of construction workers on a given day. Because views of construction equipment from scenic vistas would be temporary and constantly changing and would not preclude western-facing views towards the Pacific Ocean, impacts on scenic vistas from portions of Buccaneer Park, Buccaneer Beach, and Garrison Elementary would be less than significant.

Once constructed, views of the Buccaneer Lift Station, bike/pedestrian path, and parking area would be visible from northern-facing views from Buccaneer Park and likely from Buccaneer Beach facing east, due to proximity and a relatively level grade between the project site and Buccaneer Park and Buccaneer Beach. While a final design and architecture has not been prepared for the project, the proposed lift station design would incorporate mission style architecture with a pitched roof approximately 24 feet in height and a potential 34-foot tower and would appear similar in appearance to other wastewater facilities in the City (such as the Mission Avenue Lift Station). The bike/pedestrian path and parking area would consist of flat paved areas and views from Buccaneer Park and Buccaneer Beach would include automobiles, bicycles, and pedestrians utilizing the southern part of the LSWWTP site for parking and recreation. Once landscaping is removed along Pacific Street to create driveways into and out of the proposed parking lot, eastern-facing views from Buccaneer Beach would change from views onto a landscaped and fenced area to views of a parking lot and pedestrian/bicycle path; however, western facing views of the Pacific Ocean would not be affected. New visual elements, such as the 24-foot tall Buccaneer Lift Station with a potential 34-foot tall tower, would be visible from Buccaneer Park; however, the resulting change from existing to proposed conditions would not change dramatically, as views onto the project site would include a continuation for use of the site primarily as a public utility to continue to treat stormwater. As a result, visual changes from scenic vistas at Buccaneer Park and Buccaneer Beach would be less than significant and the proposed project would not result in a significant impact.

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

No Impact. The County of San Diego has several designated and eligible state scenic highways, but there are no designated scenic highways near the LSWWTP site, the force main, or the staging areas (California Department of Transportation 2018). The nearest designated scenic highway is State Route (SR-)163, which is located approximately 35 miles to the south near downtown San Diego, and views of the LSWWTP site, force main, and staging areas are not available. SR-76 and I-5 are not officially designated but are eligible for listing as state scenic highways. SR-76 is located more than one mile north of the project and views of the project site are not available. I-5 crosses over Oceanside Boulevard and some construction of the Buccaneer Force Main along Oceanside Boulevard would be temporarily visible; however, I-5 is not a officially-designated state scenic highway nor would temporary construction equipment result in significant visual impacts. The project site includes an aging wastewater treatment facility, most of which is obscured from view from surrounding areas by topography, landscaping, and a block wall along the western project boundary. The project would not involve the removal of any trees on the project site. ~~The site contains trees that would be removed during construction; however, these trees are not protected or considered scenic resources by the City.~~ There are no rock outcroppings on the project site and none of the existing buildings to be removed are considered historic (see additional discussion of historic resources in subsection V.a., below). Construction of a lift station, public parking lot, and bike/pedestrian improvements would not impact scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.

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

Less Than Significant Impact. The existing LSWWTP is in an urbanized coastal area between Pacific Street and the railroad tracks, generally between Crosswaithe Street and Loma Alta Creek. The Buccaneer Force Main is generally along Oceanside Boulevard between Pacific Street and Garrison Street and along Garrison Street, and the staging areas are at the existing LSWWTP and at the intersection of Oceanside Boulevard and El Camino Real. Applicable regulations governing scenic quality at and near these locations are included in the City's General Plan, which is discussed above under subsection I.a. relating to substantial effects on a scenic vista, and similarly, project impacts related to a conflict with a regulation governing scenic quality would be less than significant.

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

Less Than Significant Impact. The project components, including the LSWWTP site, force main, and staging areas, are in a developed area with existing streetlights and other nighttime lighting associated with residential, commercial, and industrial development in the area, including at the existing LSWWTP site. The existing UV stormwater treatment facility would remain, and a new lift station (the Buccaneer Lift Station), public parking lot, bike/pedestrian pathway, and other support facilities would be constructed in the southern portion of the LSWWTP site. New lighting, including at the lift station, the bike/pedestrian path, and the public parking lot would be downcast and used for security and safety reasons and would not spill into adjacent areas. The OPD-prepared CPTED Report for the project includes suggestions for additional security lighting throughout the property (OPD 2026). To the extent

feasible and consistent with project objectives and biological resource protections, lighting recommendations may be incorporated into final project design. Lighting would be required to comply with Oceanside Municipal Code Chapter 39 (Light Pollution Regulations) and would be designed and maintained to be shielded or angled below the horizontal plane and directed such that there is no light trespass onto adjacent properties and sensitive habitat areas. Temporary lighting during nighttime construction of the force main would also be directed downward~~cast~~ and limited to illuminating active work areas. Therefore, temporary construction lighting ~~and~~ is not anticipated to result in a substantial new temporary source of light or glare. No substantial new permanent sources of glare are expected, as the proposed lift station would not include windows or other highly reflective materials. As a result, the proposed improvements are not expected to create a new source of substantial light or glare than would affect day or nighttime views in the area and impacts would be less than significant.

SDG&E Undergrounding

Aesthetic impacts associated with undergrounding the existing overhead SDG&E electric distribution line would similarly be less than significant as aboveground features (i.e., three wooden utility poles and associated electric distribution line) would be removed and undergrounded. Once undergrounded, there would be a reduction in visible components resulting in a visual improvement and impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
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?	☐	☐	☐	■

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site, including the LSWWTP site, force main, and staging areas, are identified as Urban and Built-Up Land on the California Department of Conversation's Important Farmland Finder and is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (California Department of Conservation 2022). The nearest occurrence of designated farmland includes an area designated for Prime Farmland about 3.5 miles south of the LSWWTP site, south of Agua Hedionda; however, project construction and operations would not result in its conversion to a non-agricultural use and no impacts would occur.

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

No Impact. The existing LSWWTP site, force main alignment, and staging areas are not zoned for agricultural use, or a Williamson Act contract, and the LSWWTP site is zoned for public utility improvements (e.g., PUT). Further, the City's General Plan Environmental Resource Management Element identifies areas within the City where there is active agricultural land and areas rated good/fair for future farming. As shown, most agricultural uses in the City occur east of El Camino Real and do not include portions of the project site or portions of the force main alignment. As the LSWWTP site and the force main alignment are located west of El Camino Real and are not zoned for agriculture, no conflicts would occur with existing zoning for agricultural use.

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

No Impact. The LSWWTP site is zoned PUT for public utility improvements, the force main alignment is within a developed roadway, and none of the project site, including the staging areas do not include any zoning for forest land or timberland. Further, the proposed project would not involve changes to existing zoning designations. As a result, the project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland production and no impacts would occur.

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

No Impact. The project site, including the LSWWTP site, force main alignment, and staging areas, consist of developed and hardscaped areas within an urbanized part of South Oceanside and does not include any forest land; therefore, no impacts would occur.

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

No Impact. The proposed project involves upgrades to the City's wastewater and stormwater treatment infrastructure, including construction of a new lift station and force main, the construction of a bike/pedestrian path and public parking lot, and public facility upgrades (such as a secured area for solid waste storage), none of which is located in proximity to farmland and none of which would result in the conversion of farmland to a non-agricultural use. As stated in subsection II.a., the nearest farmland is about 3.5 miles south of the project site and as a result, no impacts would occur.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E distribution line would similarly not occur as there are no agricultural resources at or near the LSWWTP site.

III. AIR QUALITY

					No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

The following discussion is based on the Air Quality Worksheets included as Appendix B to this IS/MND. Following circulation of the Draft IS/MND for public review, the construction schedule was updated to extend from August 2027 through April 2030; the proposed construction duration remains the same at 32 months. The quantity, duration, and the intensity of construction activity influence the amount of construction emissions and their related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed, emissions could be reduced because of a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod. Therefore, the Air Quality Worksheets have not been revised to reflect the revised construction schedule, since estimated emissions are well below the CEQA significance thresholds and a delayed construction schedule would result in reduced emissions compared to what was previously analyzed.

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

Less Than Significant Impact. The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The SDAPCD has prepared the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (Attainment Plan), demonstrating how the region will further reduce air pollutant

emissions in order to attain the current National Ambient Air Quality Standards (NAAQS) for ozone in the future. Approved by the SDAPCD Board on October 14, 2020, and the California Air Resources Board (CARB) on November 19, 2020, the plan was submitted by CARB on January 8, 2021 for EPA's consideration as a revision to the California State Implementation Plan for attaining the ozone standards. A project would be inconsistent with the Attainment Plan if it is inconsistent with the population and employment growth assumptions within the General Plan or if the project's emissions would exceed the applicable thresholds described in checklist question III.b, below.

As discussed in checklist question III.b, below, construction of the project would not result in pollutant emissions in excess of applicable thresholds. Because construction emissions would be below the applicable thresholds, and because long-term operation of the project would result in a reduction in the intensity of public facility uses at the project site and would not alter the existing zoning and land use designations at the site, the proposed project would not conflict with or obstruct implementation of the Attainment Plan for the SDAB and impacts would be less than significant.

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

Less Than Significant. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, the potential for a project's individual emissions to contribute to existing cumulatively significant adverse air quality impacts is evaluated.

Six air pollutants have been identified by the United States Environmental Protection Agency (USEPA) and the CARB as criteria pollutants: ground-level ozone; carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2); lead; and particulate matter (PM), which is subdivided into two classes based on particle size: coarse PM equal to or less than 10 micrometers in diameter (PM_{10}) and fine PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$). Criteria pollutants can be emitted directly from sources, or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere. The principal precursor pollutants of concern are reactive organic gasses (ROGs), also known as volatile organic compounds (VOCs), and nitrogen oxides (NO_x).

In accordance with Federal Clean Air Act (CAA) and California Clean Air Act requirements, the USEPA developed numerical concentration-based standards, or NAAQS, while CARB developed the California Ambient Air Quality Standards (CAAQS). The USEPA and CARB use ambient air quality monitoring data to designate areas according to their attainment status for meeting the NAAQS and CAAQS for each criteria pollutant. The SDAB is classified as a moderate nonattainment area for the 8-hour NAAQS for ozone, and as a maintenance (attainment) area for CO. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM_{10}, and $PM_{2.5}$. The SDAB is an attainment area for all other criteria pollutants.

Construction

Project implementation would result in the generation of criteria air pollutant and precursor emissions from short-term construction activities. Common sources of construction emissions include fugitive dust from soil disturbance, as well as exhaust from mobile heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the predominant source of particulate matter emissions, including both PM_{10} and $PM_{2.5}$, would be generated when wheels, tracks, or blades disturb materials, and when loading or unloading soil or

demolition debris. The project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. SDAPCD Rule 55, *Fugitive Dust Control*, requires the following (SDAPCD 2009):

> (1) **Airborne Dust Beyond the Property Line:** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.
>
> (2) **Track-Out/Carry-Out:** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
>
> (i) be minimized by the use of any of the following or equally effective trackout/carry-out and erosion control measures that apply to the Project or operation:
>
> (a) track-out grates or gravel beds at each egress point,
>
> (b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;
>
> (c) using secured tarps or cargo covering, watering, or treating of transported material; and
>
> (ii) be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM_{10}-efficient (particulate matter less than 10 microns) street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

Criteria pollutant emissions for project construction were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and default data used in the model are available in the CalEEMod *User Guide* (CAPCOA 2022). The CalEEMod output files are included in Appendix B, *Air Quality Worksheets*, of this IS/MND. Construction equipment was estimated based on communication with the project engineer and professional judgement. The construction schedule, phasing, and activity in each phase is shown in Table 2, in Section 2.0, *Project Description*. Table 3, *Construction Equipment Assumptions*, shows the estimated type and quantity of equipment required for each phase of construction. The CalEEMod default trip distances for worker commutes and for material and debris hauling in San Diego County were used in the modeling. The construction emissions modeling assumes the implementation of standard dust control BMPs to meet the requirements of the SDAPCD Rule 55, including watering all exposed surfaces two times daily, and limiting vehicle speeds on unpaved roads to 15 miles per hour.

Table 3
CONSTRUCTION EQUIPMENT ASSUMPTIONS

Phase	Equipment
1	Excavator (4); Dump Truck (2); Water Truck (2) Auger[2] (6); Crane (1); Night Lighting (16)[1]; Pile Driver (1)[3]
2	Excavator (2); Rubber Tired Dozer (1); Dump Truck (2); Water Truck (2); Auger[2] (4); Crane (1); Concrete Saw (1)
3	Excavator (1); Dump Truck (2); Water Truck (1); Auger[2] (1); Crane (1); Paver (1); Roller (1); Tractor/Loader (1)

Notes:
[1] Night lighting is assumed to require the equivalent of one 84 horsepower generator.
[2] Augers are assumed to be installed on a backhoe.
[3] Pile driver is assumed to be mounted to a crawler tractor.

As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2, *New Source Review Non-Major Stationary Sources*, for the preparation of Air Quality Impact Assessments (SDAPCD 2016). For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. The screening thresholds are included in Table 4, *Screening-level Thresholds for Construction Period Air Quality Impact Analysis*. In the absence of a SDAPCD adopted screening threshold for VOCs and $PM_{2.5}$, the SCAQMD's screening thresholds are used (SCAQMD 2015).

Table 4
SCREENING-LEVEL THRESHOLDS FOR CONSTRUCTION PERIOD AIR QUALITY IMPACT ANALYSIS

Pollutant	Total Emissions (pounds per day)
Respirable Particulate Matter (PM_{10})	100
Fine Particulate Matter ($PM_{2.5}$)	55
Oxides of Nitrogen (NO_X)	250
Oxides of Sulfur (SO_X)	250
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75

Source: SDACPD Rule 20.2 (2016) and SCAQMD Air Quality Significance Thresholds (2015)

The results of the modeling for project construction are shown in Table 5, *Maximum Daily Construction Emissions*. As discussed above, the project was modeled using a construction timeline which was then updated to the current timeline shown in Section 2.5, *Construction Activities*. However, as the construction schedule used in the modeling would occur earlier than what is now proposed by the project, the emissions shown in Table 5 represent a conservative analysis, as actual project emissions would likely be reduced due to a more modern and cleaner-burning construction equipment fleet mix. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD and SCAQMD thresholds. The CalEEMod output files are included in Appendix B of this Initial Study. As shown in Table 5, the maximum daily emissions from construction of the project would not exceed the SDAPCD screening thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant and the impact would be less than significant.

Table 5
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Phase[1]	Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 Year 2025	5.7	48.0	52.4	<0.1	6.2	3.3
Phase 1 Year 2026	5.5	44.6	51.5	<0.1	6.0	3.2
Phase 2 Year 2027	4.4	33.6	39.7	0.1	4.9	2.5
Phase 3 Year 2027	1.7	12.2	18.2	<0.1	0.7	0.5
Maximum Daily Emissions[2]	**6.1**	**48.0**	**58.0**	**0.1**	**6.2**	**3.3**
Thresholds	*75*	*250*	*550*	*250*	*100*	*55*
Significant Impact?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix B).
Notes:
[1] If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval). As a result, these forecasted values reflect a specific set of conservative assumptions and actual emissions could be less than those forecasted.
[2] Because Phase 2 and Phase 3 are anticipated to occur concurrently, the maximum daily emissions would be the sum of the two phases.

Operation

Wastewater treatment facilities can be a source of VOC and NO_X resulting from decomposition of solids in the wastewater and following nitrogen removal processes, and a source of VOC, NO_x and PM from vehicle and equipment exhaust associated with employee vehicles and maintenance equipment. With the exception of occasional vehicle emissions resulting from maintenance activities at the proposed Buccaneer Lift Station and the proposed public facilities on the project site, long-term emissions associated with the operation of the LSWWTP would be reduced. The proposed lift station would also include an emergency backup generator. However, except during power outage emergencies, the generator would only be anticipated to operate for a few minutes per month for testing and maintenance and would not be a significant source of air pollutant emissions.

Some of the long-term emissions associated with the current use of energy and fuel for employee vehicles and maintenance equipment at the LSWWTP would be replaced by increased emissions at the SLRWRF. However, the proposed increase of wastewater treated at the SLRWRF would not be expected to substantially increase the number of employees or maintenance activities. Therefore, the net long-term project operational emissions of criteria pollutants and precursors would not be expected to increase over the existing emissions from operation of the LSWWTP. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The closest sensitive receptors to the project site are multi-family residences approximately 70 feet to the southwest of the LSWWTP. In addition, there are single- and multi-family residences along Oceanside Boulevard, Garrison Street, Witherby Street, Tait Street, Crosswaithe Street, and Godfrey Street where trenching activities

would occur during installation of the Buccaneer Force Main and relocation of underground utilities. The closest school to construction activity is Surfside Educational Academy located along Oceanside Avenue.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. Construction of the project would result in emissions of diesel particulate matter (DPM). In 1998, the CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. The amount to which the receptors could be exposed, which is a function of concentration and duration of exposure, is the primary factor used to determine health risk. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities.

The total construction period is anticipated to last approximately 32 months. Due to the linear nature of sewer line construction, the use of heavy diesel-powered equipment during trenching along City streets would occur near any individual residence for a few days before progressing on. Trenching activity along Oceanside Boulevard would occur between the hours of 10:00 p.m. and 4:00 a.m. and would not impact the Surfside Educational Academy during school hours. Construction at the LSWWTP site would occur far enough away (0.6 mile) from South Oceanside Elementary that it would not impact the school. Construction activities at the LSWWTP site would require the use of multiple pieces of heavy diesel-powered equipment. This activity would progress throughout the site and would not result in equipment use being concentrated in any one area for more than a few weeks. In addition, the prevailing ocean breezes would disperse emissions from construction activity to the east, away from the closest sensitive receptors. Due to the variable and sporadic nature of construction activity, the linear nature of trenching operations, and the anticipated short construction schedule in any one area, TAC emissions from the project's construction activity would not expose sensitive receptors to substantial pollutant concentrations.

The long-term operation of the project, primarily occasional maintenance activity for the proposed lift station, would not be a significant source of TACs. Therefore, the project would not expose sensitive receptors to substantial concentrations of DPM or other TACs and the impact would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. Construction of the Buccaneer Force Main would occur on City streets. The project contractor would be required to submit a Traffic Control Plan, which would describe specifications for construction within public roadways, including requirements for signage, barricades, traffic control, driveway impairments, flag persons, overnight storage of materials, public noticing of street/lane closures, the use of night lighting and flares, temporary signal timing devices for work within signalized intersections, and ultimate removal and clean-up of construction activities. Traffic control plans would be approved and monitored by the City Traffic Department. In addition, construction of the Buccaneer Force Main along Oceanside Boulevard would occur at night (10:00 p.m. to 4:00 a.m.) to

avoid disruptions to traffic flows. Long-term operation of the project would not affect existing traffic patterns or volumes. Therefore, the project would not expose sensitive receptors to substantial localized concentrations of CO and the impact would be less than significant.

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

Less Than Significant. Construction of the project would result in diesel exhaust, which can be a source of objectionable odor. However, diesel exhaust odors disperse rapidly with distance and the construction activity would be temporary and sporadic. Wastewater treatment facilities can be a source of odor complaints. The proposed Buccaneer Lift Station would be housed in a structure equipped with odor controls and is not anticipated to be significant source of odors during operation. While the SLRWRF would experience an increase in wastewater volume, it would not substantially increase existing odors and existing odor controls would remain in place at the SLRWRF. Therefore, construction or operation of the project would not result in an increase in odors or other emissions adversely affecting a substantial number of people and impacts would be less than significant.

SDG&E Undergrounding

Air quality impacts and emissions associated with SDG&E undergrounding are accounted for in the emissions calculations above, and impacts were concluded to be less than significant. Specifically, construction equipment associated with trenching and undergrounding electrical distribution infrastructure is included in the emissions calculations for construction Year 2 in 2027, shown above in Table 5. As shown, the maximum daily emissions from undergrounding utilities, in conjunction with other construction activities, would not exceed the SDAPCD screening thresholds. Once undergrounding is completed, there would be no operational air quality emissions.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	■	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

The discussion below is based on a biological resources letter report prepared by HELIX Environmental Planning, Inc., attached to this IS/MND as Appendix C, *Biological Resources Letter Report*. The letter report summarizes the results of general biological surveys completed by HELIX biologists along with recommendations to minimize or avoid potentially significant impacts.

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

Less Than Significant Impact with Mitigation Incorporated. Candidate, sensitive, and special-status species generally include plant and animal species that are eligible for protection or are already protected under federal or California state law. Federal protection is afforded by the Federal Endangered Species Act (ESA) and the Migratory Bird Treaty Act (MBTA). The Federal ESA extends legal protection to plants and animals listed as endangered, threatened, or rare by the United States Fish and Wildlife Service (USFWS). The MBTA generally applies to all migratory birds except European starlings, English house sparrows, rock doves (pigeons). At the state level, the California ESA identifies certain plant and animal species as rare, threatened, or endangered through official listing by the California Fish and Game Commission enforced by the California Department of Fish and Wildlife (CDFW). While not afforded a legally protected status, CDFW Species of Special Concern and CDFW Watch List species are also considered a special-status species. The California Native Plant Society also maintains a California Rare Plant Rank List of plants that are also considered special-status species. Impacts on candidate, sensitive, and special-status plant and animal species could occur directly if they were to be removed from the project site or indirectly if they occur near the project site and staging areas (e.g., within 500 feet) and could be affected by project-related construction or operation.

Plant Species

Vegetation and land cover within the limits of the LSWWTP and the Buccaneer Force Main alignment are presented below in Table 6, *Existing Vegetation Communities and Land Cover Types*. As shown, the 41.7-acre project site consists of 38.4 acres of developed land, 2.6 acres of disturbed habitat, 0.5 acre of non-native grassland, and 0.3 acre of non-native vegetation. The staging area identified northeast of the intersection of Oceanside Boulevard and El Camino Real consists of disturbed habitat. No special-status plant species have the potential to occur within the project site due to lack of suitable habitat and inappropriate soil conditions. As a result, there would be no potentially significant impacts on plant species identified as a candidate, sensitive, or special-status and no mitigation measures are necessary.

Table 6
EXISTING VEGETATION COMMUNITIES AND LAND COVER TYPES

Type	Acres
Developed Land	38.4
Disturbed Habitat	2.6
Non-native Grassland	0.5
Non-native Vegetation	0.3
TOTAL	**41.7**

Source: Appendix C

Animal Species

Animal species depend on specific types of habitat for food and shelter resources and generally do not occupy developed or highly disturbed areas such as the LSWWTP site, Buccaneer Force Main alignment along Oceanside Boulevard and Garrison Street, or disturbed staging areas. Areas surrounding the force main alignment are generally surrounded by suburban development that is generally not suitable to support animal species. Cismontane alkali marsh (including disturbed) occurs immediately adjacent to the LSWWTP site, followed by open water that comprises Loma Alta Creek. Areas in and around Loma Alta Creek adjacent to the LSWWTP site are regulated by the United States Army Corps of Engineers (USACE), the CDFW, and the RWQCB and would not be impacted as they occur outside the limits of project disturbance. While no candidate, sensitive, or special-status species animals were observed during the biological surveys along Loma Alta Creek in 2018, 2019, and 2024, there is a moderate potential for four sensitive animal species to occur within 500 feet of areas mapped as cismontane alkali marsh habitat (including disturbed), which occurs outside of and adjacent to the LSWWTP site. These animal species include the light-footed Ridgway's rail (*Rallus obsoletus levipes*); California least tern (*Sternula antillarum browni*); Belding's savannah sparrow (*Passerculus sandwichensis beldingi*); and white-faced ibis (*Plegadis chihi*). In addition, areas northeast of the intersection of Oceanside Boulevard and El Camino Real include coastal sage scrub habitat, and there is a moderate potential for the coastal California gnatcatcher (*Polioptila californica californica*) and the southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) to occur. As noted in Appendix C of this IS/MND, several other animal species have a low potential to occur near the project site and potential indirect impacts to these species are not anticipated and are concluded to be less than significant.

The above-listed species, their federal and state status, and locations where they have some potential to occur, are provided below in Table 7, *Special-Status Animal Species*. While impacts are not likely to occur to sensitive animal species as this area is isolated and is located adjacent to noisy railroad tracks, suburban development (including industrial), and Buccaneer Park, there is some potential for these

species to occur due to the presence of cismontane alkali marsh habitat in Loma Alta Creek and coastal sage scrub northeast of the intersection of Oceanside Boulevard and El Camino Real.

Table 7
SPECIAL-STATUS ANIMAL SPECIES

Species	Federal/State Status	Potential to Occur	
		On-Site	Off-Site (within 500')
California least tern	E/E/FP	Moderate (LSWWTP)	
Light-footed Ridgeway's rail	E/E/FP	None	Moderate (Loma Alta Creek)
Belding's savannah sparrow	--/E		
White-faced ibis	--/WL		
Southern California rufous-crowned sparrow	--/WL		Moderate (Northeast of Oceanside Boulevard and El Camino Real)
Coastal California gnatcatcher	T/SSC		

Source: Appendix C
-- = None
E = Endangered
FP = Fully Protected
T = Threatened
SSC = Species of Special Concern
WL = Watch List

Direct impacts to the federal- and state-endangered and state fully protected California least tern could occur should this species be actively nesting during the breeding season (~~February 15 to August 15~~April 1 to September 15) in paved or open areas of the LSWWTP during construction activities (**Impact BIO-1a**). Potential direct impacts on the California least tern would be reduced to less than significant with the incorporation of mitigation measure MM BIO-1, which requires a survey within ~~one week~~three (3) days prior to beginning construction activities to confirm the absence of the least terns, to implement noise controls on construction equipment, or to otherwise temporarily halt construction activities until the species is no longer present. No other species listed in Table 7 is expected to nest within the project site and as a result, no other significant direct impacts to sensitive animal species are anticipated.

Potentially significant indirect impacts associated with construction noise or lighting could occur to the six special-status species listed above, if present. Specifically, daytime construction noises associated with construction at the LSWWTP could affect the California least tern, light-footed Ridgway's rail, Belding's savannah sparrow, and white-faced ibis if they were to be nesting within 500 feet of construction activities (**Impact BIO-1b**). These four special-status species could occur in and around Loma Alta Creek, located south of the LSWWTP site. Areas within 500 feet of potential locations of these bird species generally include areas south of Witherby Street at the LSWWTP site. Also, potentially significant indirect impacts associated with installation of the force main from noise and the use of construction lighting (as construction would only occur during nighttime) could occur on the southern California rufous-crowned sparrow and the coastal California gnatcatcher if they were to be nesting within 500 feet of construction activities, which could occur during construction of the force main within Garrison Street (**Impact BIO-2**). In addition to conducting pre-construction surveys for these species as prescribed for MM BIO-1, proper design and orientation of construction lighting would also be needed to avoid significant impacts as detailed in mitigation measure MM BIO-2. Construction lighting would be required to comply with Oceanside Municipal Code Chapter 39 (Light Pollution Regulations) and would be designed to remain downcast and directed away from adjacent properties and sensitive habitat

areas. Temporary lighting during force main construction would be directed downward and limited to illuminating active work areas. Once construction of the force main is more than 500 feet from coastal sage scrub habitat, there would be no potential indirect noise or lighting impacts to special-status animal species. With implementation of mitigation measures MM BIO-1 and MM BIO-2, potentially significant direct and indirect impacts on special-status animal species would be reduced to less than significant.

Potentially significant impacts on birds protected under the MBTA could occur during the general bird breeding season (January 15 to September 15) during construction activities. Mitigation consisting of pre-construction nesting bird surveys would be required to reduce impacts to less than significant (**Impact BIO-3**).

During project operations, public use/access would be afforded near sensitive biological habitat associated with Loma Alta Creek via the proposed public parking lot and bike/pedestrian trail. However, the project would incorporate a 50-foot biological buffer between the bike/pedestrian path and Loma Alta Creek. A new chain link fence would be provided between the path and the biological buffer and an existing chain link fence would remain between the biological buffer and Loma Alta Creek. The presence of the biological buffer and two chain link fences would restrict access into the adjacent biologically sensitive areas, and thus minimize potential indirect effects associated with public use, such as noise, trash, and intrusion by people and pets. Indirect effects from the parking lot and bike/pedestrian path during operations would therefore be less than significant.

Mitigation Measures

MM BIO-1: Sensitive Animal Species Monitoring.

MM BIO-1a: All Avian Species. Pre-construction survey(s) shall be conducted by a USFWS-permitted biologist as follows:

- For California least tern w~~W~~ithin 72 hours prior to the commencement of construction activities at the LSWWTP;~~between February 15 and August 15~~
- For California least tern, light-footed Ridgway's rail, Belding's savannah sparrow, and white-faced ibis within 72 hours prior to the commencement of construction activities within 500 feet of the southern boundary of the LSWWTP site; and
- For Southern California rufous-crowned sparrow and Coastal California gnatcatcher ~~or~~within 72 hours prior to the commencement of construction activities within 500 feet of the northeastern quadrant of Oceanside Boulevard and El Camino Real intersection~~, pre-construction survey(s) shall be conducted by a USFWS-permitted biologist~~.

If an active nest of a sensitive animal species or species protected by the California Fish and Game Code Section 3503 is identified, then a qualified biologist shall monitor the nest daily until project activities are no longer occurring within a specific distance appropriate to the sensitivity of the species to be determined in consultation with the CDFW (typically 300 feet for most species and up to 500 feet for raptors), or until the young have fledged and are independent of the adults or the nest is otherwise abandoned. Limits of construction around active nests shall be established in the field with flagging, fencing, or other appropriate barriers, and construction

personnel shall be instructed on the sensitivity of active nest areas. The monitoring biologist shall halt construction activities until it is determined that the construction activities would not disturb or disrupt nesting activities.

A noise mitigation plan shall be developed by the contractor in coordination with the monitoring biologist and, upon approval by the City, implemented to demonstrate that construction noise levels will be reduced to acceptable noise levels at the nest site(s). The monitoring biologist shall make practicable recommendations based on the approved noise mitigation plan to reduce the noise or disturbance in the vicinity of the active nests or birds. This may include recommendations such as (1) turning off vehicle engines and other equipment wherever possible to reduce noise; (2) working in other areas until the young have fledged; and (3) utilizing alternative construction methods and technologies to reduce the noise of construction equipment (such as noise attenuation barriers). The monitoring biologist shall review and certify compliance with these avoidance boundaries and shall verify that the nesting effort has finished in a written report. The results of the site survey and any follow-up construction avoidance measures shall be documented by the monitoring biologist and submitted to the City.

MM BIO-1b: Light-footed Ridgway's Rail Avoidance and Monitoring. Take of light-footed Ridgway's rail shall be fully avoided in accordance with Section 3511 of the California Fish and Game Code. To the extent feasible, project activities within 500 feet of suitable native wetland and riparian habitats (e.g., Loma Alta Creek) shall occur between September 16 and March 14 to avoid the breeding season for light-footed Ridgway's rail. For project activities at any time of year, a qualified biologist shall be present on site to conduct pre-activity surveys, monitor for light-footed Ridgway's rail, and monitor project-generated noise levels during all work within 500 feet of marsh habitat. If project-generated noise exceeds 30 dBA above ambient noise levels at suitable or occupied rail habitat, or if the qualified biologist determines project activities are causing behavioral disturbance or may result in take of light-footed Ridgway's rail, project activities shall immediately cease or be modified as necessary to avoid take. Modifications may include implementation of noise attenuation, temporary cessation of particular noisy activities, changes to construction methods or equipment, limited operating periods, or other avoidance measures determined necessary by the qualified biologist. No flushing of rail shall be authorized. The qualified biologist shall have the authority to stop work whenever necessary to avoid take of the species.

MM-BIO-1c: California Least Tern Avoidance and Monitoring. Take of California least tern shall be fully avoided in accordance with Section 3511 of the California Fish and Game Code. To the extent feasible, project activities within 500 feet of suitable nesting habitat shall be conducted outside of the California least tern breeding season (April 1 through September 15). If work during the breeding season cannot be avoided, preconstruction surveys shall be conducted by a qualified biologist. If California least tern nesting activity is detected within or adjacent to the project area, project activities shall be modified, delayed, or suspended as necessary to avoid take of the species. The qualified biologist shall have the authority to stop work if deemed necessary for any reason to protect the species. Additional avoidance measures such as noise attenuation or work restrictions may be required in consultation with CDFW to ensure take of California least term does not occur.

MM BIO-2: Nighttime Lighting ~~and Noise Controls~~. Prior to the issuance of nighttime construction permits for the Buccaneer Force Main for activities occurring within 500 feet of

suitable habitat for the coastal California gnatcatcher or the southern California rufous-crowned sparrow- as determined by a qualified biologist, the project contractor shall submit construction lighting plans to the City's Public Works Director that shall demonstrate that lighting would be shielded and directed away from off-site habitat located northeast of the intersection of El Camino Real and Oceanside Boulevard. ~~Additionally, a noise mitigation plan shall be developed by the contractor, and upon approval by the City, implemented to demonstrate that construction noise levels will be reduced to acceptable noise levels at the nest site. The noise reduction can be achieved, at the discretion of a qualified biologist, by establishing a buffer around the nest or the construction and implementation of a noise barrier around construction equipment.~~ All project grading permits, improvement plans, and final maps shall incorporate the above requirements.

MM BIO-3: **Nesting Bird and Raptor Avoidance**. Prior to initial grading and vegetation removal activities (i.e., earthwork, clearing, and grubbing) during the general nesting bird season for migratory birds and raptors (January 15 to September 15), the City shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and California Fish and Game Code. The pre-construction survey shall be performed no more than ~~five~~ three (3) days before the commencement of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. The survey will remain valid while active construction is occurring. If construction is suspended for more than ~~one week~~three (3) days after completion of the nesting bird survey during the general breeding bird season, the survey shall be repeated before work activities can resume. If the qualified biologist determines that an active migratory bird or raptor nest is present, a buffer will be established, and no impacts shall occur within 300 feet of the nest (500 feet for raptors) until the young have fledged and the nest is confirmed to no longer be active, as determined by the qualified biologist. The monitoring biologist shall make practicable recommendations to reduce the noise or disturbance in the vicinity of the active nests or birds. This may include recommendations such as (1) turning off vehicle engines and other equipment wherever possible to reduce noise; (2) working in other areas until the young have fledged; and (3) utilizing alternative construction methods and technologies to reduce the noise of construction equipment (such as noise attenuation barriers).

b) 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 Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The proposed project would occur within developed, disturbed, and non-native grassland and vegetation areas and would not involve actions in areas that contain riparian habitat. A total of approximately 0.5-acre of non-native grassland occurs along the northern edge of a portion of Oceanside Boulevard east of South Nevada Street, along the railroad tracks north of the LSWWTP site, and in the southeastern part of the LSWWTP site. While these areas would be impacted during construction, implementation of a project-specific SWPPP would require hydroseeding impacted natural areas after construction. The SWPPP would be obtained by the construction contractor for the Buccaneer Force Main prior to construction and would require the construction contractor to perform erosion and sediment control measures, including hydroseeding areas with similar species of non-native grassland where removed. As such, approval of a SWPPP, which is a requirement that must be met prior to beginning project construction, would avoid potentially significant impacts to 0.5-acre of non-native

grassland by hydroseeding these areas upon project completion. The City would review the SWPPP and would require that the proposed hydroseed mix include non-native grassland seeds. As discussed above, the project would incorporate a 50-foot biological buffer, as well as chain link fencing, between the developed site and Loma Alta Creek, which would minimize potential indirect impacts to the biologically sensitive habitat associated with Loma Alta Creek. As a result, impacts to sensitive natural communities would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. The project site consists of developed, disturbed, and non-native grassland and vegetation and does not contain state or federally protected wetlands. A total of 0.011-acre (236 linear feet) of non-vegetated, ephemeral streambed is present within the LSWWTP site near the southwestern project boundary. The project would permanently impact this 0.011-acre ephemeral drainage, which is considered non-wetland waters of the State and a potential CDFW stream (**Impact BIO-4**). Impacts would be reduced to less than significant levels through the implementation of mitigation measure MM BIO-4.

Project improvements to the small boat ramp near Loma Alta Creek would occur adjacent to but not within potential Section 404 non-wetland waters of the U.S., Section 401 non-wetland waters of the State, California Coastal Commission (CCC) jurisdictional areas, and CDFW jurisdictional areas. Impacts are restricted to the concrete lined boat ramp area and would therefore will not require mitigation. A construction dewatering permit from the RWQCB would be obtained to meet water quality standards and an adverse effect on state or federally protected wetlands would not occur. Impacts to non-wetland waters associated with repaving the boat ramp may require the issuance of a CWA Section 404 permit from the USACE, a CWA Section 401 Water Quality Certification or State Porter-Cologne Water Quality Control Act Waste Discharge Requirements from the RWQCB, and/or a Streambed Alteration Agreement from CDFW, and would also be included in the project's regular coastal permit. Only the USACE, RWQCB, CDFW, and CCC can make a final determination of jurisdictional boundaries.

Loma Alta Creek occurs south of the project site and is jurisdictional to the USACE and the CDFW and constitutes a federally protected (and state protected) wetland. As discussed in more detail in subsection X.a, dewatering activities during construction of the underground load equalization tank and emergency storage tank would occur over a three- to five-month period and are expected to discharge directly into Loma Alta Creek (as no feasible alternative has been identified). Potential impacts on sensitive animal species, including nesting birds and raptors, would be reduced to less than significant with the incorporation of mitigation measures MM BIO-1 through MM BIO-3. Further, a construction dewatering permit from the RWQCB would be obtained to meet water quality standards and an adverse effect on state or federally protected wetlands would not occur.

Mitigation Measure

> **MM BIO-4: Regulatory Permitting.** Before any project impacts to potentially jurisdictional resources, the City shall demonstrate that regulatory permits from USACE, RWQCB, and/or CDFW have been issued or that no such permits are required. The City shall follow any required compensatory mitigation conditions contained within the permit(s) to offset impacts to the ephemeral drainage, as applicable. Final mitigation requirements shall be determined during the permitting process in coordination with the USACE, RWQCB, and/or CDFW, as appropriate.

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

No Impact. The project site consists of a developed WWTP site and areas along Oceanside Boulevard between Pacific Street and Garrison Street, and along Garrison Street. As shown previously in Table 6, the project site is almost entirely developed, with less than four acres of combined disturbed habitat, non-native vegetation, and non-native grassland. As a result, the project site does not support substantial amounts of vegetation, habitat, or wildlife. The City's unadopted Subarea Habitat Conservation Plan/Natural Community Conservation Plan (herein SAP) identifies Wildlife Corridor Planning Zones (WCPZ) throughout the City (see SAP Figure 4-1, *Preserve Planning Map and Habitat Conservation Overlay Zones*) and includes a WCPZ that overlaps with about a 0.5-mile long portion of Oceanside Boulevard between Foussat Road and El Camino Real. The entire work area within the WCPZ is mapped as developed and comprises paved areas within Oceanside Boulevard and there is no vegetation or wildlife movement that occurs along this portion of Oceanside Boulevard. Construction of the Buccaneer Force Main within Oceanside Boulevard and Garrison Street would be temporary and would not be expected to impact wildlife movement since continual use of Oceanside Boulevard for vehicular traffic is expected to already preclude animal crossing and movement. As a result, no impacts to wildlife movement would occur.

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

No Impact. Policies or ordinances that protect biological resources in the City are limited and none were identified that would apply to the proposed project. As a result, the project would not conflict with local policies or ordinances protecting biological resources and no impact would occur.

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

No Impact. The City's draft Natural Community Conservation Plan (e.g., the SAP), which has not been formally adopted, is a component of the Final Multiple Species Conservation Program for the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The SAP designates the LSWWTP and force main alignment along Oceanside Boulevard as "Urban Developed" and the staging area at the intersection of Oceanside Boulevard and El Camino Real as "Disturbed" as there are no vegetation communities within the boundaries of the proposed project (see Figure 3-1 of the draft SAP). No portion of the force main or LSWWTP is within or adjacent to any hardline or softline preserve area in the draft SAP, or other area critical to the conservation of habitats or species. The staging area, while within a proposed hardline conservation area pursuant to the draft SAP, would be entirely within

disturbed lands in an existing City staging area just north of Oceanside Boulevard. As such, no conflicts with the draft SAP are anticipated and no conflicts with an adopted conservation plan would occur.

SDG&E Undergrounding

Impacts on sensitive plant and animal species associated with undergrounding the existing overhead SDG&E electric distribution line would not occur directly, as the areas of proposed undergrounding identified on Figure 4 consist of developed roadways. However, potential indirect noise impacts on listed animal species could occur when activities are within 500 feet of the southern edge of the LSWWTP and potential impacts on nesting birds protected by the MBTA could occur anywhere a bird nest could be located, including ornamental street trees. While most of the proposed undergrounding would occur more than 500 feet from the southern edge of the LSWWTP, mitigation measures MM BIO-1 and MM BIO-3 would apply to portions of the proposed SDG&E undergrounding, and pre-construction surveys would be required. With the implementation of mitigation measures MM BIO-1 and MM BIO-3, indirect impacts to biological resources during SDG&E undergrounding would be less than significant.

V. CULTURAL RESOURCES

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

The discussion below is based on a cultural resources survey and historic structures evaluation prepared by HELIX Environmental Planning, Inc., attached to this IS/MND as Appendix D, *Cultural Resources Survey & Historic Structures Evaluation*.

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

Less than Significant Impact. Historical resources pursuant to Section 15064.5 of the CEQA Guidelines include structures that are generally 45 years of age or older, meet at least one of the four criteria of significance established by the National Historic Preservation Act (NHPA) or the California Register of Historic Resources (CRHR), and retain sufficient historic integrity to convey significance. Significance criteria for both the NHPA and CRHR generally consider (a) associations with events that have made a significant contribution to the broad patterns of history; (b) associations with the lives of persons significant in our past; (c) embody distinctive characteristics or represent the work of a master; and (d) work that has yielded or may be likely to yield important historic or prehistoric information. Historian Douglas Mengers, M.A., performed a site visit on March 9, 2018, and conducted research to prepare an

evaluation of the structures at the LSWWTP site to determine if they are eligible for listing as a historical resource.

The LSWWTP was originally constructed between 1948 and 1950 as the "Oceanside Sewage Treatment Plant" and was last modified in 2009 with the construction of the UV stormwater treatment facility in the southern portion of the LSWWTP site, which would remain with the proposed project. As the LSWWTP site has been modified over the years and expanded to accommodate growth in population in South Oceanside since 1950, only two structures remain intact that date back to the original construction: (1) the digester system (two digester tanks with a concrete-block equipment room); and (2) the concrete vault for the ocean outfall pipeline. All other structures and site features associated with initial construction of the LSWWTP have been destroyed or filled in (such as the former oxidation ponds) and could not be evaluated. Other existing site structures and buildings are modern additions and were not further evaluated.

The digester system and concrete vault were both evaluated, and neither was found to meet any of the four significance criteria established by the NHPA or the CRHR. Also, these structures were concluded to be similar to other structures and equipment at other sewage treatment plants in San Diego County of the same approximate age, to be of a typical design for WWTPs built between the 1930s and 1960s, and are not expected to provide any industrial or engineering data related to construction or operation that could not be obtained through documents or interviews. As these structures do not meet the significance criteria for historical resources, potential affects to the digester system and concrete vault from improvements at the LSWWTP site would result in a less than significant impact to a historical resource and no mitigation measures would be necessary.

One additional structure, a commercial automobile garage and tire shop dating to 1947 (P-37-035464), was identified outside of the road right-of-way along Oceanside Boulevard where the force main would be constructed; however, the structure would not be modified by the proposed project and is also considered ineligible for listing on the NRHP or the CRHR. As a result, impacts to this structure would not be significant.

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

Less than Significant Impact with Mitigation Incorporated. Pursuant to Section 15064.5 of the CEQA Guidelines, a substantial adverse change in the significance of an archaeological site would occur if approval of a project would result in the demolition or material impairment of an archaeological resource. To document archaeological resources near the project site, HELIX cultural staff conducted a records search at the South Coastal Information Center that included a one-mile radius around the LSWWTP site and a half-mile radius around the force main alignment, a review of the California Historical Resources and the State Office of Historic Preservation historic properties directories, and field investigations. To evaluate potential impacts, an archaeological study area was established, which consists of the limits of the LSWWTP property, the staging area east of Oceanside Boulevard and El Camino Real, and a 50-foot buffer on either side of the force main alignment.

The results of the records search identified 24 previously recorded cultural resources, including 15 prehistoric resources (including one habitation site and one bedrock milling site), eight historic-period resources, and one multicomponent site (a site that includes a combination of prehistoric and historic resources). None of the 24 previously recorded cultural resources sites is within the LSWWTP property,

the staging area, or within the right-of-way along the Buccaneer Force Main alignment; however, site P-37-033928 (CA-SDI-21313) was identified within 50 feet of the force main and site P-37-029336 (CA-SDI-18767) was identified adjacent to and outside of the 50-foot buffer of the force main. Site P-37-033928 (CA-SDI-21313) consists of a small shell scatter and site P-37-029336 (CA-SDI-18767) consists of a hearth feature and associated artifacts and is also a prehistoric habitation site. While the known limits of site P-37-029336 (CA-SDI-18767) have been destroyed by previous construction activities in the area, the presence of archaeological resources near components of the proposed project indicates that there is some potential to discover subsurface archaeological resources during ground disturbance associated with the proposed project. Figure 6, *Cultural Resources Sensitivity*, depicts the moderately and moderately to highly sensitive areas related to cultural resources at the LSWWTP site, staging area, and along the Buccaneer Force Main alignment.

The field investigations included pedestrian surveys of the study area by HELIX archaeologists and Luiseño Native American monitors on March 9, 2018, and March 5, 2019. The surveys did not result in the identification of any cultural material or archaeological resources within the study area. As noted by the Native American Heritage Commission (NAHC), the project area is sensitive for cultural resources, and the majority of the project area is covered by asphalt, with the original ground surface unable to be observed. Additionally, much of the force main alignment is underlain by alluvial flood-plain deposits from the late Holocene along Loma Alta Creek, where there is a potential for buried cultural resources. The locations of two recoded archaeological sites near the project alignment further support the potential for subsurface cultural resources and the potential for additional intact portions of these sites to be identified during construction (**Impact CUL-1**). Potential direct impacts on archaeological resources would be reduced to less than significant with the incorporation of mitigation measures MM CUL-1 through MM CUL-7.

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 Luiseno 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 "TCA Native American Monitor associated with a TCA Luiseno Tribe" for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.

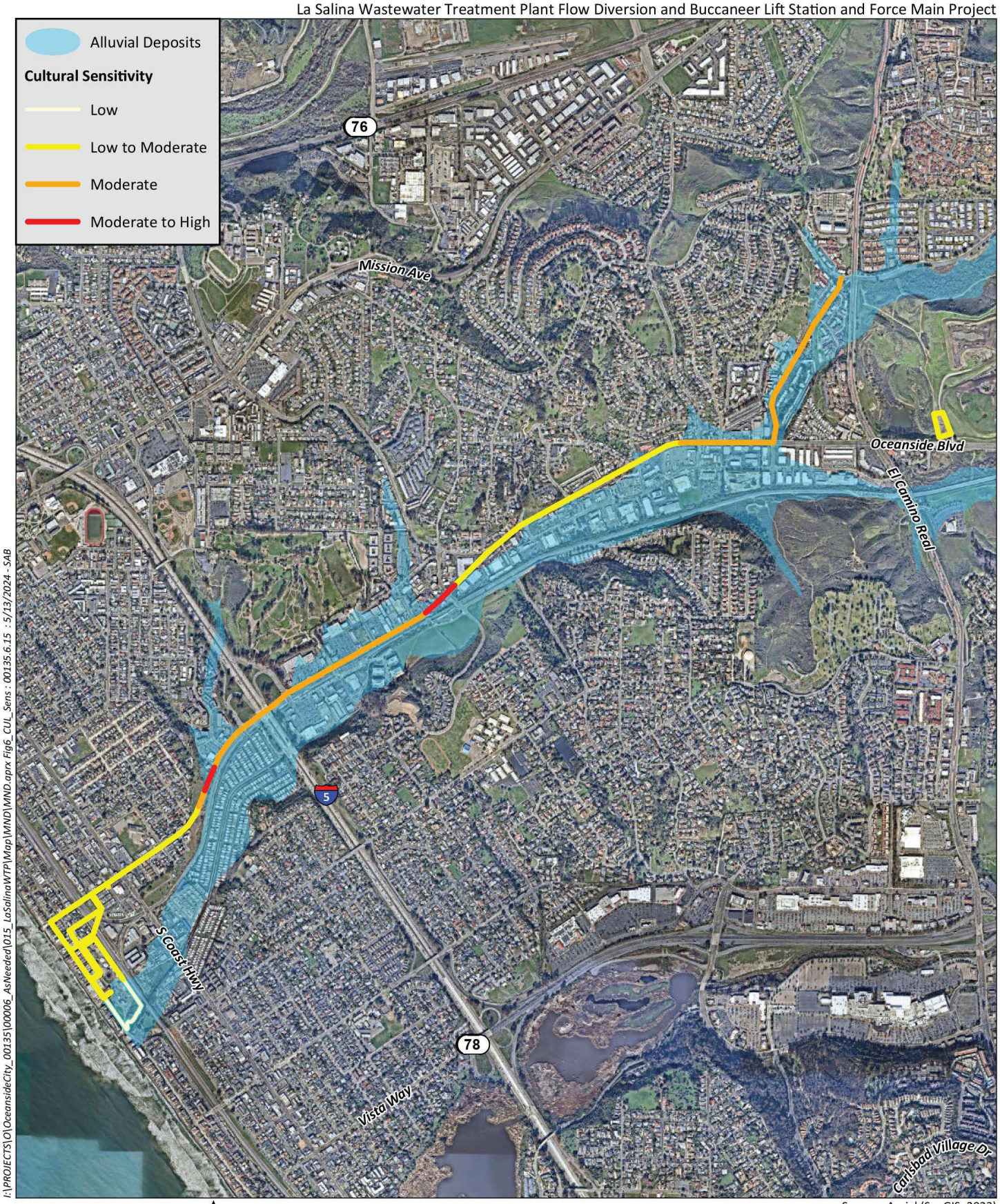
MM CUL-2: Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading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

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

MM CUL-4: The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, trenching, 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 within areas of moderate or high archaeological sensitivity (see Figure 6). All fill materials shall be absent of any and all tribal cultural resources.

MM CUL-5: 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, the TCA Luiseño Tribe 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 Tribe 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.



Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Cultural Resources Sensitivity

Figure 6

MM CUL-6: 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-7: 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.

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

Less Than Significant Impact. There are no known grave sites within the project site, and the potential for encountering human remains during construction activities is considered low, since grading and excavation activities would occur within previously disturbed areas. In the unlikely event that human remains are encountered, compliance with existing regulations (State Health and Safety Code Section 7050.5) would be required. With the incorporation of mitigation measure MM CUL-8, impacts would be less than significant.

Mitigation Measure

MM CUL-8: 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 near 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 NAHC within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would not affect existing buildings or historical resources as it would occur within existing roadways near the WWTP site. As shown on Figure 6, areas where SDG&E undergrounding would occur have a low or low

to moderate cultural sensitivity and archaeological resources would not be expected to be discovered. Any potential direct impacts on archaeological resources would be reduced to less than significant with the incorporation of mitigation measures MM CUL-1 through MM CUL-7. Lastly, impacts associated with disturbing human remains would be similar to the analysis above (see subsection V.c.). With the incorporation of mitigation measure MM CUL-8, impacts would be less than significant.

VI. ENERGY

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

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

Less Than Significant Impact. The proposed project would involve the consumption of energy resources during construction and operation. Construction of the project is estimated to last approximately 32 months during which time diesel and gasoline fuel is anticipated to be the primary energy consumed. It is not anticipated that the project would require significant use of natural gas during construction. As a result, natural gas and electricity use during construction would be temporary and a minor portion of the total construction energy. Diesel and gasoline fuel consumption would be associated with heavy-duty equipment, haul trucks involved in the transport of construction and demolition materials/debris, construction trucks and work vehicles, and workers commuting to and from the site. The total petroleum consumption would be temporary and would cease upon completion of project implementation, would be typical of similar construction projects, and would not require the development of new energy resources and distribution infrastructure. Based on these considerations, construction of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Once wastewater flows are diverted from the existing LSWWTP facilities and the proposed improvements at the LSWWTP site are operational, energy use is expected to decrease compared to existing conditions. Specifically, the LSWWTP relies on electricity and natural gas to operate various buildings that would no longer be operational. The proposed Buccaneer Lift Station would consume less electricity and natural gas at the site compared to existing conditions and the existing UV stormwater treatment facility would continue to use electricity and natural gas similar to existing conditions. Diesel and gasoline fuel consumption associated with project operations would also generally decrease as

there would be no full-time employees at the site (compared to 10 to 12 daily employees at the LSWWTP site currently). While the project involves the construction of a public parking lot, this component of the project is not anticipated to generate additional vehicle trips, but rather to accommodate existing visitors to the area, mostly Buccaneer Beach. The diversion of wastewater flows from the existing LSWWTP that currently uses electricity and natural gas and the provision of a single structure consisting of a lift station would result in a net decrease in operations at the project site, and energy use would decrease compared to existing conditions. The proposed lift station would meet the 2022 Title 24 Energy Code and the 2022 California Green Building Standards Code, which requires efficient lighting to reduce energy consumption. Further, energy use associated with the construction and operation of the project is necessary to continue providing essential public services (i.e., wastewater and stormwater treatment) to residents in the area.

Energy use reductions associated with diversion of wastewater flows from the LSWWTP would be offset by increases in energy use at the SLRWRF and by the energy required to operate the proposed Buccaneer Lift Station. However, because the SLRWRF is a newer facility than the LSWWTP, on completion of the project, it is anticipated that the SLRWRF and Buccaneer Lift Station would require less energy to operate and maintain than the combined energy use of the existing facilities under current conditions. As a result, construction and operation of the proposed project would not result in a wasteful, inefficient, or unnecessary consumption of energy and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The project would be built and operated in accordance with the California Building Energy Efficiency Standards (Title 24, Part 6), which establish energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. The project would meet the California code requirements for energy efficiency and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would be less than significant as undergrounding would be completed within the six-month duration of Phase 2 (see Table 2), which is analyzed in subsection VI, above. Construction involving undergrounding the existing overhead SDG&E electric distribution line would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

VII. GEOLOGY AND SOILS

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

The discussion below is based on a Geotechnical Exploration Report prepared by Leighton Consulting, Inc. (Leighton 2016), attached to this Initial Study as an appendix to Appendix A.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less Than Significant Impact. The project site (including the LSWWTP site and Buccaneer Force Main) is in the coastal region of the Peninsular Ranges Geomorphic Province in southern California, which is characterized by a series of northwest-trending faults associated with the San Andreas fault system. The closest known active fault is the Newport-Inglewood Fault, located about 4.6 miles west of the LSWWTP site beneath the Pacific Ocean; however, no components of the project site are within an Alquist-Priolo Earthquake Fault Zone as delineated by the California Geological Survey (Leighton 2016). As there are no faults within or adjacent to the project site, the probability of local fault rupture is low and associated impacts with the project would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The principal seismic hazard that could affect the proposed project is seismic ground shaking associated with earthquake events along one or more regional active faults in the area, including the Newport-Inglewood, Rose Canyon, Palos Verdes, and Elsinore faults, which are all located within 24 miles of the LSWWTP site. The intensity of ground shaking at the project site would depend on the magnitude of the earthquake and the distance from the fault. Seismic events are typically measured in terms of the Moment Magnitude (Mw), which measures the sizes of events in terms of how much energy is released. As reported by Leighton Associates, Inc. in their Geotechnical Exploration Report at the LSWWTP site, the estimated modal seismic event at a distance of 4.6 miles from the nearest fault (i.e., the Newport-Inglewood Fault) has a Mw value of 6.7, which is considered strong (Michigan Technological University 2019). While the LSWWTP site and proposed improvements could potentially be subject to moderate or severe ground shaking effects associated with earthquakes along faults in the region, they would be designed and constructed in conformance with associated regulatory and industry standards, including applicable elements of the California Building Code, the American Concrete Institute's 350-06 Code Requirements for Environmental Engineering Concrete Structures, and the recommendations provided in the Geotechnical Exploration Report (Leighton 2016). Specifically, the Geotechnical Exploration Report includes recommendations for site grading (including site preparation, excavation, fill placement, and compaction), underground foundations for the load equalization and emergency storage tanks (mat foundation or deep foundation using pre-cast piles) and aboveground foundations for the lift station and parking lot (concrete slab-on-grade foundation). The Geotechnical Exploration Report stated that pile driving into the subsurface material is anticipated to be difficult and recommended additional geotechnical exploration involving cone penetration tests or borings and/or geophysical testing should be performed before construction of the foundation for the load equalization and emergency storage tanks beneath the proposed lift station. Regardless of the type of foundation selected (either mat foundation or deep foundation using pre-cast piles), final construction drawings would be reviewed by the City prior to allowing construction activities to begin and the contractor may perform additional geologic testing. Conformance with applicable regulatory and industry standards, as well as adherence to the recommendations in the Geotechnical Exploration Report, would reduce the potential effects of seismic ground shaking to less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loose, saturated, fine-grained soils behave similar to a fluid during a seismic event and occurs when three conditions are present, including: (1) shallow groundwater; (2) low density, fine, clean sandy soils; and (3) high-intensity ground motion. There are liquefiable soil layers beneath the LSWWTP site; however, these layers are relatively thin and isolated and are considered to have a low potential to result in impacts to the proposed project

(Leighton 2016). As a result, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

iv. Landslides?

No Impact. The project site includes the LSWWTP site along Pacific Street and the Buccaneer Force Main, generally along Oceanside Boulevard between Pacific Street and Garrison Street and along Garrison Street. The LSWWTP is in a low-lying area with no substantial changes in topography and landslides are not anticipated to occur at the LSWWTP site. The alignment of the Buccaneer Force Main along Oceanside Boulevard does occur near and along hillside areas at times (e.g., west of Vine Street); however, the force main would not involve habitable structures or other improvements that would result in an increase in the risk of loss, injury, or death related to landslides. Furthermore, the Public Safety Element of the City's General Plan states that there are no published reports of landslides occurring in the City and does not identify any areas in the project vicinity as susceptible to slope instability. As a result, impacts related to landslides are not expected to occur.

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

Less Than Significant Impact. Implementation of the proposed project would increase the potential for erosion, soil loss, and sedimentation both within and downstream of the site during and after construction. Specifically, proposed activities would involve: (1) removal of surface stabilizing features (e.g., pavement); (2) excavation of subsurface soils and associated foundation preparation related to installation of the load equalization tank and emergency tank; and (3) concrete slab installation for above ground components (e.g., the Buccaneer Lift Station, bike/pedestrian path, and public parking lot). While graded/excavated areas and foundation preparation would ultimately be stabilized through efforts such as compaction and the installation of structures and landscaping, erosion potential would be higher in the short term. Specifically, during the construction of the new improvements in the southern part of the LSWWTP site, soil erosion could potentially result in off-site transport of sediment into surrounding developed residential areas as well as into Loma Alta Creek, resulting in turbidity and transportation of contaminants as they tend to adhere to sediment particles (e.g., hydrocarbons). Additional discussion of potential water quality effects associated with project-related erosion and sedimentation is provided below and in subsection X.

Short-term erosion and sedimentation impacts would be addressed through conformance with applicable elements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and related City requirements including the City grading/water quality ordinances and the City Storm Water Quality Mitigation Requirements. Specifically, this would involve implementation of appropriate measures such as an approved SWPPP that incorporates sediment control and erosion measures specific to the project, an associated Construction Site Monitoring Program (CSMP), employee training, BMPs, and a Rain Event Action Plan (REAP). While specific BMPs would be determined during the SWPPP process based on site-specific characteristics (soils, slopes, etc.), typical erosion and sediment control measures that may be required in the project SWPPP include: (1) grading restrictions for applicable areas during wet weather; (2) preparation and implementation of CSMP and REAP to provide enhanced erosion and sediment control measures prior to predicted storm events; (3) use of erosion control/stabilizing measures such as geotextiles, mats, fiber rolls, hydroseeding, or soil binders; (4) use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted

covers for sediment transport vehicles; (5) compliance with local dust control measures; and (6) implementation of additional BMPs as necessary to provide adequate erosion/sediment control and regulatory conformance. Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with the project SWPPP and related City and NPDES requirements, associated potential erosion and sedimentation impacts from implementation of the proposed project would be less than significant.

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

Less Than Significant Impact. As described in subsection VII.a, the proposed project site, including the LSWWTP site and Buccaneer Force Main, is not highly susceptible to landslides or liquefaction. Regarding potential effects associated with lateral spreading and subsidence, the proposed facilities at the LSWWTP and along Oceanside Boulevard and Garrison Street would be designed and constructed in conformance with associated regulatory and industry standards, including applicable elements of the International Building Code, the California Building Code, and the recommendations provided in the Geotechnical Exploration Report prepared for the project by Leighton Consulting, Inc (Leighton 2016), including additional evaluation of subsurface conditions depending on the selected foundation method (mat foundation versus deep foundation using piles). As a result, impacts related to landslides, lateral spreading, subsidence, liquefaction, and collapse would remain less than significant.

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

Less Than Significant Impact. Expansive (or shrink-swell) behavior in soil materials is related to the water-holding capacity of clay materials, which can adversely affect structural integrity through shifting of support materials during the expansion process. Based on the Geotechnical Exploration Report for the LSWWTP site (including eight borings extending to depths between 7 and 76 feet), the soils under the proposed lift station and associated underground emergency storage and load equalization tanks are expected to consist of soft and wet clay with high plasticity that is sensitive to heavy equipment. As a result, it is recommended that the site preparation recommendations in the Geotechnical Exploration Report are implemented, which incorporate regulatory/industry standards pertaining to excavation bottom stabilization, over-excavation and re-compaction, fill placement and compaction, and foundation recommendations including mat foundation or deep foundation using piles (Leighton 2016). The incorporation of these recommendations within the Geotechnical Exploration Report would avoid significant impacts related to expansive soils and impacts would remain less than significant.

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

No Impact. The project involves new wastewater infrastructure and would not involve the use of septic or alternative wastewater disposal systems. As a result, impacts would not occur.

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

Less Than Significant Impact. Potentially significant impacts on paleontological resources could occur if project construction activities at the LSWWTP site or along roadways where the Buccaneer Force Main would be located (primarily along Oceanside Boulevard and Garrison Street) were to disturb intact

paleontologically sensitive geological deposits. Sensitivity for paleontological resources for the project is based on the County of San Diego's Guidelines for Determining Significance for Paleontological Resources, which assigns a no, marginal, low, moderate, or high sensitivity rating for geologic deposits. Artificial fill is not classified and is not expected to contain paleontological resources.

Areas along existing roadways associated with the Buccaneer Force Main are expected to include asphalt underlain by aggregate base and fill materials, none of which is anticipated to include paleontological resources. Areas within the LSWWTP site were evaluated within a Geotechnical Exploration Report (Leighton 2016), which includes the results of eight borings within the existing LSWWTP site. Based on the geotechnical borings, subsurface materials in the northern part of the site consist of artificial fill extending to at least 6.5 feet bgs and to at least 5 feet bgs in the southern part of the site. Areas beneath the artificial fill were observed to consist of younger alluvium (Qa) followed by older alluvium (Qol)/weathered bedrock and bedrock of the Santiago Formation (Tsa). Both the bedrock (Tsa) and the older paralic deposits (Qol) are considered to have a high paleontological sensitivity and the younger alluvial valley deposits (Qa) have a low paleontological sensitivity rating, according to the San Diego County Guidelines for Determining Significance for Paleontological Resources (County 2009).

Ground disturbances in the southern part of the project site associated with installation of the proposed load equalization tank and emergency storage tank would occur at about 27 feet bgs, which would extend beneath artificial fill soils and into native soils and geologic formations. As discussed in more detail in the Geotechnical Exploration Report, which is included as an appendix to Appendix A of this IS/MND, the two borings in the southern part of the site were taken about 200 feet apart from each other and included one boring (referred to as CPT-1) at the location of the proposed underground load equalization and emergency storage tanks and another boring (referred to as CPT-2) at the location of the proposed public parking lot. The results of the boring at the location of the proposed underground storage tanks (CPT-1) indicated that younger alluvium (Qa) was present between 10 and 66 feet bgs, while the results of the other boring (CPT-2) at the location of the proposed parking lot indicated that younger alluvium (Qa) was present between 5 and 22 feet bgs. As such, the construction of the underground storage tank and emergency storage tank near CPT-1 would extend into younger alluvium (Qa) that has a low potential for the discovery of paleontological resources. Other construction activities in the southern part of the site are not expected to extend beyond the five feet of fill soils documented at CPT-2. As a result, implementation of the proposed project has the potential to extend into younger alluvium (Qa) associated only with site preparation of the proposed load equalization tank and emergency storage tank as all other site disturbances would be expected to occur in fill soils that have no potential to contain paleontological resources. Because younger alluvium (Qa) has a low potential to contain paleontological resources, the potential for discovery of paleontological resources is also considered to be low and impacts would be less than significant.

SDG&E Undergrounding

To relocate the existing utilities from aboveground to underground, a trench along Pacific Street and Witherby Street would be dug about five feet in depth and would likely occur within fill soils. Construction and operation of the undergrounded electric distribution line is not anticipated to result in significant geology/soils impacts, including direct or indirect destruction of a paleontological resource.

VIII. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. The determination of significance is governed by CEQA Guidelines Section 15064.4, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions." CEQA Guidelines Section 15064.4(a) states, "[t]he determination of the significance of greenhouse gas emissions calls for *a careful judgment by the lead agency consistent with the provisions in section 15064*. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, *in the context of a particular project*, whether to … [use a quantitative model or qualitative model]" (emphasis added). In turn, CEQA Guidelines Section 15064.4(b) clarifies that "[a]n iron clad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

The City has established a bright line threshold of significance for GHG emissions impacts of 900 metric tons of carbon dioxide equivalents (MT CO_2e) annually, with construction-related emissions amortized over 20 years. This significance threshold aligns with the City's emissions reduction targets outlined in the Climate Action Plan (CAP) of 3.5 MT CO_2e per service population (City 2021). This threshold is also consistent with the ~~Neither the City nor the SDAPCD has adopted a threshold of significance for an individual project's GHG emissions during either the construction period or the operational period. Therefore, this analysis relies upon a screening level of~~ 900~~- metric tons of carbon dioxide equivalents (~~MT CO_2e~~)~~ threshold~~~~,~~ ~~based on~~from the CAPCOA report, *CEQA & Climate Change,* that is used to determine whether further analysis ~~would be~~is needed to examine the GHG impacts of a~~the~~ project (CAPCOA 2008). The 900 MT CO_2e per year screening threshold was developed by analyzing the capture of 90 percent or more of future discretionary development for residential and commercial projects. Therefore, ~~i~~impacts would be potentially significant and require further analysis if the project results in emissions that exceed 900 MT CO_2e beyond the current baseline.

Construction

The project would result in the direct generation of GHG emissions during construction from the use of combustion engine-powered equipment. The project also would indirectly generate GHGs during construction from the use of electricity which could result in emissions of GHGs at the electrical power

generation source. The project's construction period GHG emissions were estimated using CalEEMod. See Checklist subsection III, *Air Quality*, for a description of CalEEMod. To account for the project construction activities' annual contribution to global GHG levels, construction emissions are typically amortized over the anticipated life of the project before replacement of facilities or significant refurbishment is required. Accordingly, the project's construction GHG emissions are amortized over an estimated 20-year project life.

The project's estimated total and amortized construction GHG emissions are shown in Table 8, *Estimated Construction GHG Emissions*. As discussed further in Checklist subsection III, *Air Quality*, the project was modeled using a construction timeline which was then updated to the current timeline shown in Section 2.5, *Construction Activities*. However, as the construction schedule used in the modeling would occur earlier than what is now proposed by the project, the emissions shown in Table 8 represent a conservative analysis, as actual project emissions would likely be reduced due to a more modern and cleaner-burning construction equipment fleet mix. As shown in Table 8, the construction GHG emissions would not exceed the screening level threshold. Therefore, construction of the project would not result in a generation of GHG emissions that may have a significant impact on the environment and the impact would be less than significant.

Table 8
ESTIMATED CONSTRUCTION GHG EMISSIONS

Construction Phase[2]	Emissions (MT CO_2e)
Phase 1 Year 2025	1,502.9
Phase 1 Year 2026	1501.8
Phase 2 Year 2027	638.7
Phase 3Year 2027	364.1
Total Construction Emissions[1]	**4,000.5**
Amortized Construction Emissions (4,000.5 MT CO_2e / 20 years)	**200.0**
Screening Level	900
Exceed Threshold?	**No**

Source: CalEEMod (output data is provided in Appendix B)
Notes:
1 Totals may not sum due to rounding.
2 If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval). As a result, these forecasted values reflect a specific set of conservative assumptions and actual emissions could be less than those forecasted.

Operations

Wastewater treatment facilities can be a source of GHGs during decomposition of solids in wastewater (primarily methane and CO_2) and following nitrogen removal processes (primarily N_2O). There would be no anticipated change in net GHG emissions from wastewater treatment resulting from the proposed decommissioning of the LSWWTP and increasing treatment at the SLRWRF.

Energy use at wastewater treatment facilities can also be a source of GHG emissions from the use of electricity and natural gas. Diverting flow from the LSWWTP would eliminate most of the existing

demand for electricity and natural gas to operate various buildings and facilities that would no longer be used. The proposed Buccaneer Lift Station is anticipated to consume less electricity and natural gas at the site due to the reduction in size and activity of the proposed project compared to existing conditions, as well as the additional efficiency of the proposed modern facilities. Also, the existing UV stormwater treatment facility would remain and continue to use electricity and natural gas similar to existing conditions. The proposed lift station would also include an emergency backup generator. However, except during power outage emergencies, the generator would only be anticipated to operate for a few minutes per month for testing and maintenance and would not be a significant source of GHG emissions.

Fuel consumption associated with project operations would be anticipated to decrease as there would be no full-time employees at the site (compared to 10 to 12 daily employees at the LSWWTP site currently). While the project involves the construction of a public parking lot, this component of the project is not anticipated to generate additional vehicle trips, but rather to accommodate existing visitors to the area, mostly Buccaneer Beach. It is not anticipated that the increase in wastewater treated at the SLRWRF would result in a significant increase in employee vehicle or maintenance equipment use at that facility.

Reductions in operational GHG emissions associated with flow diversion from the LSWWTP would be offset by increases in GHG emissions at the SLRWRF and by the energy required to operate the proposed Buccaneer Lift Station. However, because the SLRWRF is a newer facility than the LSWWTP, on completion of the project, it is anticipated that the SLRWRF and Buccaneer Lift Station would require less energy to operate and maintain than the combined energy use of the existing facilities under current conditions. Therefore, long-term operation of the project would not result in the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment and the impact would be less than significant.

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

Less Than Significant Impact. As discussed in question a) above, the project construction would generate approximately 200 MT CO_2e per year amortized over an estimated 20-year project lifespan period, which would not exceed the screening level threshold being applied to this analysis. Long-term operation of the project would not be a significant source of new GHG emissions.

~~The City adopted a Climate Action Plan (CAP) in May 2019.~~ According to the City's CAP (City 2019), municipal wastewater treatment accounts for approximately 0.4 percent of Oceanside's community GHG emissions. The CAP does not contain ~~any~~ GHG reduction measures that would be directly applicable to the project. Measure W1, *Implementation of the Water Conservation Master Plan*, would indirectly affect the project in that any water conservation achieved in the City would reduce GHG emissions associated with all City wastewater facilities. The project would not conflict with CAP measure W1, or any other GHG reduction measure in the CAP. The CAP states (City 2019): "General strategies for reducing energy use associated with the water and wastewater sectors include increasing the efficiencies of local water and wastewater treatment and distribution facilities, reducing reliance on imported water sources, and reducing overall water use." The project's proposed decommissioning of the LSWWTP and increased use of the SLRWRF would improve efficiencies of the municipal wastewater treatment facilities and would be consistent with the draft CAP. Therefore, the project would not

conflict with an applicable plan, policy, or regulation adopted for reducing the emissions of GHGs and the impact would be less than significant.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line are accounted for in subsection VIII above. Impacts related to GHG emissions during SDG&E undergrounding would remain less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

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

Less Than Significant Impact. Current operations at the LSWWTP site include processing and treating stormwater and wastewater; routine sludge removal occurs by a truck about two or three times per month. The diversion of flows from the LSWWTP would result in the elimination of future sludge removal activities and associated wastewater treatment at the site. Improvements in the southern part of the LSWWTP site would include solid waste storage bins, which would store municipal refuse temporarily and primarily during the summer months, a public parking lot, a bike/pedestrian path, and a lift station and associated underground emergency storage and load equalization tanks; however, when compared to existing conditions, the project would represent a decrease in the transport, use, and disposal of hazardous materials and none of the proposed activities associated with the project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

Less Than Significant Impact. During construction activities, both at the LSWWTP site and along public streets associated with the Buccaneer Force Main (generally along Oceanside Boulevard between Pacific Street and Garrison Street and along Garrison Street), the operation and maintenance of construction equipment would involve the use of fuel, lubricants, adhesives, solvents, and asphalt. However, these hazardous materials would not create a significant hazard to the public or the environment due to required conformance with NPDES and City storm water standards, as well as other applicable requirements for safe handling. During operations, diesel fuel for the emergency generator and sodium hypochlorite and sodium hydroxide for the odor control wet scrubber would continue to be stored on site similar to existing conditions and the project would not introduce new hazardous materials to the project site. Impacts would remain less than significant.

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

Less Than Significant Impact. One existing school, Surfside Educational Academy, is located within one-quarter mile of the LSWWTP site and Buccaneer Force Main alignment. It is located adjacent to the force main alignment along Oceanside Boulevard. Construction activities associated with the force main would involve the use of fuel, lubricants, adhesives, solvents, and asphalt associated with construction equipment. However, these activities would be required to comply with NPDES and City storm water standards as well as other applicable requirements and impacts would remain less than significant. No existing or proposed schools are located within one-quarter mile of the proposed staging area northeast of the intersection of Oceanside Boulevard and El Camino Real.

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

Less Than Significant Impact with Mitigation Incorporated. According to the State Water Resources Control Board (SWRCB) GeoTracker database (2024) and the California Department of Toxic Substances Control (DTSC) EnviroStor database (2024), there are no listed hazardous materials sites within LSWWTP or staging area northeast of the intersection of Oceanside Boulevard and El Camino Real. The EnviroStor

database includes one open case site adjacent to the Buccaneer Force Main alignment at the intersection of Oceanside Boulevard and South Coast Highway. Site details provided on EnviroStor indicate that the potential source of contamination is associated with a former dry cleaner facility located at 601 Oceanside Boulevard, and refers to the listing on GeoTracker. Per the GeoTracker database, the listed site is at 601 Oceanside Boulevard and not within the force main alignment. However, a summary investigation report prepared for the site related to soil vapor quality, soil matrix quality, and groundwater quality for the site indicated that the lateral extent of the tetrachloroethylene (PCE) plume associated with the site might extend beneath Oceanside Boulevard (Bryant Geoenvironmental, Inc. 2021). As such, there is potential for hazardous soils to be encountered during construction of the force main (**Impact HAZ-1**). Mitigation measure MM HAZ-1 would be required to reduce potential impacts to a less than significant level.

Mitigation Measure

> **MM HAZ-1:** The City or its contractor will prepare a Hazardous Materials Management Plan for appropriate handling of potentially contaminated soil to be implemented during construction. Workers will be trained to identify and recognize potentially hazardous materials (e.g., visual evidence of staining or discoloration). If hazardous materials are found or an unknown material is encountered that could potentially be hazardous, the contractor will stop work on the area immediately and notify appropriate safety representatives. If the monitoring procedures indicate that soil is potentially contaminated, procedures for segregation, sampling, and chemical analysis of the soil will be implemented. These procedures will follow USEPA and DTSC regulations for handling contaminated soil. As required based on regulations in place at the time of construction, contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. If these processes generate contaminated groundwater that must be disposed of outside of the dewatering/NPDES process (in accordance with USEPA and RWQCB regulations in place at the time of construction), the groundwater will be profiled, manifested, hauled, and disposed of in accordance with USEPA and RWQCB regulations.

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

No Impact. The nearest airport to the LSWWTP site is the Oceanside Municipal Airport, located 2.75 miles northeast of the LSWWTP site. Based on a review of the Oceanside Airport Land Use Compatibility Plan, no portions of the LSWWTP site are located within the Airport Overflight Notification Area, Airport Influence Areas, the Federal Aviation Administration Height Notification Boundary, or Part 77 Airspace Surfaces (SDALUC 2010). These designated areas are concerned with land use designations and aboveground development and would not restrict or necessitate additional coordination related to the Buccaneer Force Main. As a result, no impacts related to safety hazards or excessive noise are anticipated with construction and operation of the proposed project.

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

Less Than Significant Impact. The City maintains an Emergency Operations Plan that was adopted in March 2017 to respond to emergency hazards including earthquakes, wildland fires, urban fires, drought, tsunamis, landslides, transportation accidents, hazardous materials incidents, flooding, energy shortages, terrorism, dam failure, and nuclear-related incidents (Oceanside 2016). The City is also under agreements with the incorporated cities in San Diego County to work together to respond to emergencies. The Emergency Operations Plan identifies two operations center locations within the City that would coordinate responses to emergencies, including a primary location at the Traffic Management Center/Plaza and Guajome Conference Rooms/Community Rooms (300 North Coast Highway) and an alternative location at the SLRWRF (3950 North River Road).

As the proposed project involves improvements generally within an approximately three-mile stretch of Oceanside Boulevard between Pacific Street and Garrison Street; right-of-way along Godfrey Street, Tait Street, and Crosswaithe Street; and right-of-way along an approximately half-mile portion of Garrison Street, in the event of an emergency, evacuation and access would be impaired due to the presence and operation of construction workers, vehicles, equipment, and construction materials. At no time would any of the City's streets be completely closed due to construction activities and a Traffic Control Plan would be submitted, reviewed, approved, and enforced by City staff as part of the City review process prior to the issuance of construction permits. While construction activities would occur along portions of Oceanside Boulevard, a primary thoroughfare through the City, and would involve temporary lane closures while crews install the proposed Buccaneer Force Main, construction would occur at night when the use of Oceanside Boulevard is low and would involve the closure of one lane at a time while keeping other lanes open. During the daylight hours, especially during the peak morning and afternoon rush hours, all lanes along Oceanside Boulevard would be open and active work areas would be covered with steel plates. Once construction is completed, the City's public streets temporarily affected by construction would operate as they do under existing conditions. While construction activities could temporarily impair access along City streets, most of the work would occur at night and would be restored to fully-functioning roadway conditions each day, and the construction contractor would be required to obtain construction permits and approval of a Traffic Control Plan. As a result, impacts related to impairment of emergency response facilities would remain less than significant.

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

No Impact. The proposed project is located within developed areas that are not adjacent to wildland areas and would not expose people or structures to a loss, injury, or death involving wildland fires. Further, the City's General Plan Figure PS-5, Natural Fire Hazards, identifies general areas of fire hazard within the City, most of which are in the northeastern corner of the City and none are identified in proximity to the project site. Some high fire hazard areas occur north of Oceanside Boulevard; however, construction and operation of the project are not expected to expose people or structures to significant risks involving wildland fire and no impact would occur.

SDG&E Undergrounding

Impacts related to hazards and hazardous materials associated with undergrounding the existing overhead SDG&E electric distribution line would be similar to those described above in subsection IX and would be less than significant.

X. HYDROLOGY AND WATER QUALITY

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

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

Less Than Significant Impact. The project site includes an existing WWTP facility whose water quality and waste discharge requirements are prescribed by the NPDES General Permit for Storm Water Discharges Associated with Industrial Activities (Order 2014-0057-DWQ). This General Permit covers

water quality and waste discharge activities for facilities used in the storage, treatment, recycling, and reclamation of municipal or domestic sewage with a design flow of one mgd or more. As the project site would be redeveloped to construct a new lift station and underground tanks, an updated site-specific SWPPP would be required to be prepared to demonstrate compliance with Order 2014-0057-DWQ, and the SWPPP must be submitted to the RWQCB and a copy maintained at the facility. Also, a SWPPP would be required during construction, and is further discussed in subsection VII.b.

The LSWWTP site is located at elevations ranging between 34 and 13 feet AMSL and occurs about 250 feet east of the Pacific Ocean and immediately north of Loma Alta Creek. As reported in the Geotechnical Exploration Report, groundwater is located as close as seven feet bgs (Leighton 2016). During construction, two underground tanks, including the load equalization tank and emergency overflow tank, would be placed about 27 feet bgs. Installation of these tanks would require dewatering efforts over an approximately three- to five-month period while the tanks are constructed and would not be necessary once installed. No groundwater testing has been conducted to date; however, due to the low elevation of the LSWWTP and the relatively shallow groundwater at the site, it is expected that a substantial amount of water would be encountered while preparing the underground tank sites.

Dewatering would likely be discharged into Loma Alta Creek as no other feasible options have been identified. Other dewatering disposal options discussed in the planning stages of the project involved using on-site holding tanks (which was dismissed because the volume of water would likely be too substantial to contain on-site and treatment would not be possible); sending through the UV stormwater treatment facility or the Buccaneer Force Main (which was dismissed as the treatment process involves biological systems that are not compatible with saline water); and sending through the ocean outfall pipeline (which was dismissed due to an anticipated lack of available capacity). Lastly, placing the proposed tanks aboveground was dismissed because their placement underground avoids having to install additional pumps and infrastructure to pump wastewater into aboveground tanks. Dewatering and discharge into Loma Alta Creek (an impaired water body, see the discussion below in subsection X.e.) is anticipated over a three- to five-month period, and there is potential for discharge to further impair the water quality standards of Loma Alta Creek (considered waters of the U.S. regulated by the RWQCB). However, the project contractor would be required to obtain a construction dewatering permit from the RWQCB under Order No. R9-2015-0013, which is a general permit to allow groundwater extraction discharges to surface water within the San Diego Region, including Loma Alta Creek. Construction BMPs would also be implemented to avoid significant impacts from other construction activities and would be implemented as part of the construction SWPPP required for the project. With the issuance of a construction dewatering permit from the RWQCB and implementation of a SWPPP, both of which would be the responsibility of the project contractor and enforced by the City, potentially significant impacts affecting the water quality of Loma Alta Creek would be reduced to less than significant.

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

Less than Significant Impact. As discussed in detail in subsection X.a., substantial dewatering efforts are anticipated during construction at the LSWWTP site, primarily during installation of the two proposed underground tanks (e.g., load equalization tank and emergency storage tank). Temporary dewatering activities would occur over an approximately three- to five-month period. While dewatering activities would temporarily remove saline groundwater beneath the site, groundwater removed would be emptied into Loma Alta Creek and the removal of saline groundwater would be temporary. There would

be no use of or change in groundwater supplies associated with construction of the Buccaneer Force Main.

With the project, the LSWWTP site would remain a mix of impervious and pervious surfaces, similar to existing conditions. As a result, there would be no substantial change in the area of impervious surfaces at the LSWWTP site. Also, future operations at the project site would not use groundwater supplies. Similarly, the Buccaneer Force Main would be constructed within impervious roadways, which would be restored to pre-existing conditions following construction; therefore, no change in impervious surfaces would occur from installation of the force main. Impacts associated with substantially decreasing groundwater supplies or interfering substantially with groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of 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?

Less than Significant Impact. There are no streams or rivers that occur within the project site that would be altered by the project. In addition, as stated above in subsection X.b., impervious surfaces would remain generally unchanged with the proposed project as compared to existing conditions. On-site elevations at the LSWWTP site range between 34 and 13 feet AMSL with lower elevations occurring in the southern part of the LSWWTP site near Loma Alta Creek where existing drainage at the LSWWTP site empties. Prior to construction, a SWPPP would be required to be obtained by the construction contractor for all construction activities, including the Buccaneer Force Main construction primarily along Oceanside Boulevard and Garrison Street and the decommissioning at the LSWWTP site. The SWPPP would include BMPs to require the implementation of industry standards and guidelines to reduce sedimentation and erosion during decommissioning, site preparation, and construction at the LSWWTP and along the Buccaneer Force Main alignment. Specifically, BMPs would include the following: (1) grading restrictions for applicable areas during wet weather; (2) preparation and implementation of CSMP and REAP to provide enhanced erosion and sediment control measures prior to predicted storm events; (3) use of erosion control/stabilizing measures such as geotextiles, mats, fiber rolls, hydroseeding, or soil binders; (4) use of sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as silt fencing, fiber rolls, gravel bags, temporary sediment basins, street sweeping, stabilized construction access points and sediment stockpiles, and use of properly fitted covers for sediment transport vehicles; (5) compliance with local dust control measures; and (6) implementation of additional BMPs as necessary to provide adequate erosion/sediment control and regulatory conformance.

Once constructed, drainage patterns along the Buccaneer Force Main would function similar to existing conditions as the streets disturbed by force main construction would be restored to their existing condition. At the LSWWTP site, drainage would also likely function as it does under existing conditions as grading and site preparation in the southern part of the LSWWTP site would generally maintain existing elevations and the site would be balanced (meaning there would be no import or export of fill materials). As shown on Figure 3 of this IS/MND, concrete gutters are proposed at multiple locations through the southern portions of the LSWWTP. These concrete gutters would temporarily collect runoff during rain events before draining towards Loma Alta Creek, as occurs under existing conditions. As project construction would involve the implementation of BMPs to address erosion and siltation and

project operations would continue similar to existing conditions, the project would not substantially alter drainage patterns resulting in substantial erosion or siltation on- or off-site and impacts would remain less than significant.

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

Less than Significant Impact. As discussed in subsection X.c.i., drainage patterns are not expected to substantially change as a result of the proposed project and impacts related to flooding on- or off-site would be less than significant.

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

Less than Significant Impact. As discussed in subsection X.c.i., drainage patterns are not expected to substantially change as a result of the proposed project and impacts related to exceeding the existing or planned capacity of stormwater drainage systems would be less than significant.

iv. Impede or redirect flood flows?

Less than Significant Impact. As discussed in subsection X.c.i., drainage patterns are not expected to substantially change as a result of the proposed project and flood flows would continue to drain into Loma Alta Creek, similar to existing conditions. Impacts related to flooding on- or off-site would be less than significant.

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

Less than Significant Impact. As shown on Figure 7, *FEMA Flood Zones*, the proposed project, including the LSWWTP site and portions of the Buccaneer Force Main along Oceanside Boulevard and Garrison Street, is located within the 100-year flood zone and the 500-year flood zone, as established by the FEMA. The LSWWTP site is also identified as partially within a tsunami hazard area, as shown on Figure 8, *Tsunami Hazard Map*. The location of the LSWWTP within a low-lying area near the coast is typical as raw wastewater is often gravity-fed from collection pipelines into a LSWWTP before discharging into the Pacific Ocean. The LSWWTP site would continue to include the existing UV stormwater treatment facility and a new lift station with two underground tanks (e.g., the emergency storage tank and load equalization tank) would be introduced with the proposed project. These structures would be placed outside the limits of the 100- and 500-year flood zones, as a CLOMR and LOMR would be approved by FEMA as part of the project to re-designate these areas outside flood zones. The proposed parking lot and bike/pedestrian path would continue to be located within FEMA flood zones; however, these components would not present a significant risk related to the release of pollutants if inundated. While the proposed lift station and associated underground tanks would be partially within the tsunami inundation area, risks associated with pollutant discharge would not substantially increase compared to existing conditions due to the presence of similar facilities in the existing condition. As a result, impacts related to a rise in pollutant discharge associated with flooding or tsunamis would be less than significant.

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

Less than Significant Impact. The Water Quality Control Plan for the San Diego Basin, as amended through September 2021, is maintained by the San Diego RWQCB to preserve and enhance water quality in the San Diego region. When goals are not being met or pollutant levels are too high for a particular waterway, it is placed on the Clean Water Act Section 303(d) list of impaired water bodies, and the RWQCB requires that the City develop and implement a Water Quality Improvement Plan (WQIP) to reduce the total maximum daily load (TMDL) of particular pollutants by a target date. If pollutant levels have been reduced below their allowed limit, the waterbody is then removed from the 303(d) list and the waterway is considered to be consistent with the water quality control plan. There is no sustainable groundwater management plan that applies to the project site.

As of 1996, the portion of Loma Alta Creek just south of the LSWWTP site (also referred to as the Loma Alta Slough near the coast) has been on the Clean Water Act Section 303(d) list of impaired water bodies for eutrophication, which is another term for excessive richness of nutrients that leads to increased plant growth and a lack of oxygen resulting in negative impacts to fish (RWQCB 2023). The beneficial uses of Loma Alta Creek that are most sensitive to eutrophic conditions are estuarine and marine habitat. Other beneficial uses of Loma Alta Creek include water recreation and rare, threatened and endangered species. The current TMDL for Loma Alta Creek identifies a total of 31.5 grams of phosphorous per month from May through October and identifies an estimated attainment date of 2023 (RWQCB 2014). Strategies to address the TMDL goals for Loma Alta Creek are contained within the Carlsbad Watershed Management Area WQIP (as updated through May 2021). The City enforces implementation of the Carlsbad Watershed Management Area WQIP, which identifies a total of 25 strategies to improve water quality. Examples of the types of strategies in the WQIP include BMPs, investigations and site inspections by the City, education and outreach, retrofitting programs, restoration activities, and a UV bacteria treatment facility for stormwater. The City has been monitoring water quality and conditions in Loma Alta Creek and is currently ~~considering~~implementing restoration of portions of the Loma Alta Creek near the LSWWTP site. ~~Specifically, areas south of (and not including) the LSWWTP site (or any of the project site) are anticipated for eventual restoration and the City is in the process of creating a restoration plan for Loma Alta Creek.~~ The existing UV stormwater treatment facility was constructed in 2009 and ~~the proposed project would involve upgrading this facility to~~would continue to provide treatment of 99 percent of the indicator bacteria related to eutrophication between the months of May through October. The proposed project would not conflict with the Carlsbad Watershed Management Area WQIP, which is the water quality control plan for the water body adjacent to the LSWWTP site where runoff currently drains and would continue to drain. Specifically, the proposed project would not conflict with the ~~planned~~ restoration of portions of Loma Alta Creek near the LSWWTP site ~~and it would involve upgrades to the UV stormwater treatment facility that would contribute to implementing one of the strategies identified in the Carlsbad Watershed Management Area WQIP~~. As a result, the project would not conflict with or obstruct implementation of a water quality control plan and impacts would be less than significant.

SDG&E Undergrounding

Impacts related to hydrology and water quality associated with undergrounding the existing overhead SDG&E electric distribution line would not result in any significant impacts as dewatering would not occur and no increases in surface waters would result.

La Salina Wastewater Treatment Plant Flow Diversion and Buccaneer Lift Station and Force Main Project



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig7_FEMA : 00135.6.15 : 5/13/2024 - SAB

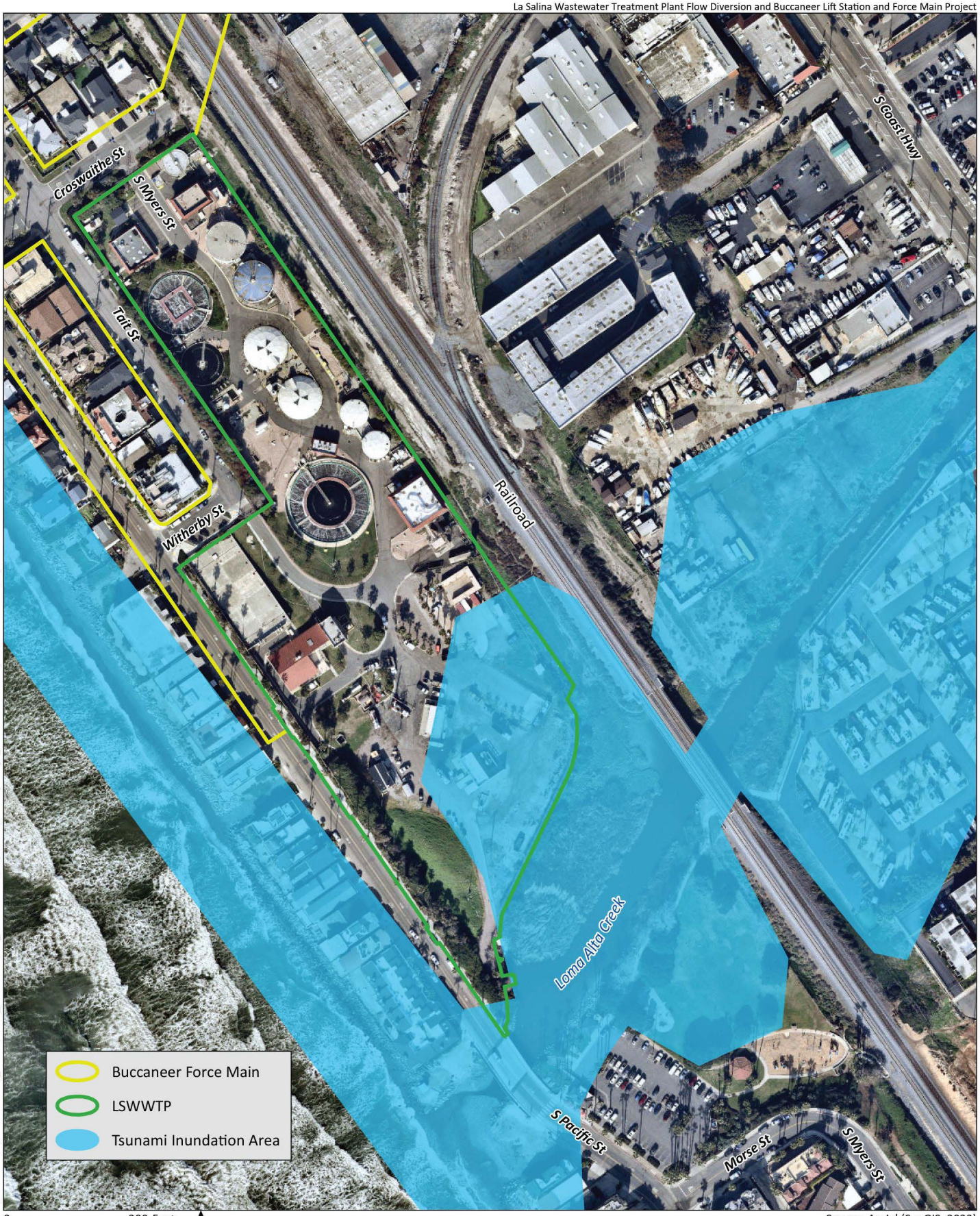
0 1,300 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

FEMA Flood Zones

Figure 7



I:\PROJECTS\O\OceansideCity_00135\00006_AsNeeded\015_LaSalinaWTP\Map\MND\MND.aprx Fig8_TsunamiHazardMap : 00135.6.15 : 5/13/2024 - SAB

0 200 Feet

Source: Aerial (SanGIS, 2023)

HELIX Environmental Planning

Tsunami Hazard Map

Figure 8

XI. LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The project is located at the LSWWTP in a developed coastal area in the South Oceanside neighborhood, along approximately 2.5 miles of Oceanside Boulevard, which traverses several City neighborhoods, including Townsite, South Oceanside, Loma Alta, and Fire Mountain, and along approximately 0.5 mile of Garrison Street, which traverses the Loma Alta neighborhood, as identified on Figure LU-24 of the City's General Plan. Project-related activities within the LSWWTP site would result in~~, upgrades to the existing UV stormwater treatment facility and~~ the construction of a new lift station above a load equalization tank and emergency storage tank. Other improvements would involve the construction of a force main generally along Oceanside Boulevard and Garrison Street (and including several side streets) and work would be staged in an area that has been used for construction staging in the past, located northeast of the intersection of Oceanside Boulevard and El Camino Real. Because project-related work would occur within the existing LSWWTP site, within existing public right-of-way, or at an existing staging area, implementation of the project would not physically divide an established community. While construction activities would temporarily introduce construction equipment, vehicles, and personnel within public right-of-way, traffic control plans would maintain open lanes for vehicle movement and would not physically divide any of the referenced City communities.

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

Less Than Significant Impact. Land use-related plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect that could occur with the proposed project include the City's General Plan, Zoning Ordinance, and Local Coastal Program (LCP). As the proposed project involves diverting flow from an existing wastewater treatment plant and constructing a new lift station, no change in land use is proposed and no conflicts with the General Plan designation of Coastal Transportation and Utility (C-TU) or the Zoning Ordinance designation of PUT would occur. The City is currently updating its LCP, which was adopted by the City in 1985 and certified by the CCC in 1986; however, the proposed project is subject to the adopted and certified LCP. The following discussion focuses on the City's LCP and applicable policies and standards that apply to the proposed project.

The LCP is a planning document that regulates development in the City's Coastal Zone, which includes the LSWWTP site and part of the Buccaneer Force Main alignment (see Figure 2a for a delineation of the

Coastal Zone). The LCP is comprised of a land use plan with findings and policies; coastal development design standard; a staff manual detailing the types of permits issued within the City's Coastal Zone; standards for beach accessways; and supplemental information related to development that could affect the San Luis Rey River.

As it pertains to the proposed project, consistency with the LCP's land use plan and permit requirements are further analyzed and discussed as the beach accessways standards, supplemental information, and design standards of the City's LCP do not apply to the proposed project. Specifically, the project would not involve direct beach access as it is not located directly adjacent to the beach, nor would it involve development that could affect the San Luis Rey River, located about 2.5 miles north of the LSWWTP. Lastly, the LCP's Coastal Development Design Standards generally are concerned with areas at the Oceanside Harbor and San Luis Rey River, both of which are about 2.5 miles north of the LSWWTP site. The South Oceanside area where the LSWWTP is located is identified as an area with limited view corridors due to flatter topography and limited east-west streets. The nearest identified aesthetic resource in the LCP Coastal Development Design Standards is the Buena Vista Lagoon, located one mile south of the LSWWTP site, and is not visible due to distance. The sections below discuss the LCP land use plan and LCP permit requirements, both of which are intended to implement the Coastal Act.

LCP Land Use Plan

The LCP land use plan is divided into seven sections, including: (1) Coastal Access; (2) Recreation and Visitor Serving Facilities; (3) Water and Marine Resources; (4) San Luis Rey River Specific Plan; (5) Environmentally Sensitive Habitat Areas; (6) Visual Resources and Special Communities; and (7) New Development and Public Works. Each section contains Coastal Act policies, a summary of major findings, and objectives and policies that implement the Coastal Act at the City-level. Relevant information from each of these sections that pertains to the project site is provided below, except for (4) San Luis Rey River Specific Plan, which is not located near the project. Each section discussion is concluded with a brief summary demonstrating that the project would comply with these LCP land use plan provisions and that no conflicts would occur.

Section I – Coastal Access

The Coastal Act requires that new development not interfere with the public right of access to and along the shoreline. New developments may be required to provide public access to the shoreline.

Summary of Major Findings

Major Finding 7. The shoreline between Wisconsin and Witherby Streets is accessed by five 80-foot wide public "pocket" beaches, spaced at 450-foot intervals.

Objective and Policies

Objective. Adequate access to and along the coast shall be provided and maintained.

Consistency Discussion

The proposed project involves the construction of new public utilities (e.g., lift station and force main), as well as a net of ~~57~~ 43 public parking spaces (a total of 51~~65~~ new parking spaces and removal of 8 existing parking spaces along South Pacific Street) and bike/pedestrian path, which would provide

additional parking and recreational opportunities along the coast. During construction, most of the force main would be constructed during the nighttime and is not expected to interfere with daytime coastal access and on-street parking. Construction of the force main between Oceanside Boulevard and the LSWWTP site (about 500 linear feet) would occur during the daytime and would temporarily preclude some on-street parking along portions of Pacific Avenue, Tait Street, Crosswaithe Street, and Godfrey Street; however, a Traffic Control Plan would be required to minimize disruptions to traffic flows and parking. Beach parking at Buccaneer Park would not be affected during construction and would continue to provide coastal parking and access to the coast in South Oceanside. Once operational, additional coastal access opportunities with the proposed public parking lot and bike/pedestrian path would be provided consistent with Section I of the City's LCP Land Use Plan.

Section II – Recreation and Visitor Serving Facilities

The Coastal Act requires adequate distribution of public facilities such as parking areas, provision of lower cost visitor facilities, protection of oceanfront areas for coastal recreation, granting of priority to commercial recreation uses, reservation of upland areas to support coastal recreation, and distribution of visitor facilities throughout the Coastal Zone.

Summary of Major Findings

None applicable.

Objective and Policies

Policy 12. If existing beach parking is removed for any reason, one-to-one replacement parking shall be provided west of the railroad right-of-way.

Policy 13. Efforts shall be made to provide additional public beach parking facilities to serve anticipated future demand. Priority should be given for new parking facilities to serve the following locations:

b. The beach area between Wisconsin and Witherby Streets

Policy 23. All beach parking lots shall be clearly signed and identified for public use.

Consistency Discussion

While approximately eight existing street parking spaces along Pacific Street on the western edge of the LSWWTP site would be permanently removed, the proposed project involves the permanent creation of 43 public parking stalls (51 spaces would be provided; however, 8 spaces would be lost along South Pacific Street)51~~65 public parking spaces~~ to accommodate more visitors to the coast in South Oceanside south of Witherby Street. Street parking around the LSWWTP site may be unavailable during construction of the force main between the LSWWTP site and Oceanside Boulevard; however, these activities would be short-term (less than one month) and other parking opportunities in the area, such as the Buccaneer Park parking lot, would continue to provide local beach parking throughout construction of the force main. No inconsistencies with Section II of the City's LCP Land Use Plan would occur.

Section III – Water and Marine Resources: Summary of Major Findings

The Coastal Act requires maintenance, protection, and restoration of marine resources and coastal water quality, as well as control of discharges and runoff into the ocean and coastal wetlands. The Act also limits diking, dredging, and filling of coastal waters to very specific circumstances, including maintenance dredging of channels, expansion of boating facilities, and habitat restoration activities. Shoreline structures, such as breakwaters, groins, and seawalls, are permitted to serve coastal dependent uses, or protect existing structures or public beaches. Impacts on shoreline sand transport must be mitigated. Local agencies are required to control risks in areas subject to geologic, flood, and fire hazard. New development must not create or contribute to erosion or geologic instability.

Summary of Major Findings

Major Finding 14. There are three flood prone areas in Oceanside's coastal zone: The San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon.

Major Finding 16. Land within the Loma Alta Creek 100-year floodplain is largely developed. Uses which have been built in the floodplain include two mobile home parks, one of the City's sewage treatment plants, and a number of industrial and commercial buildings. These uses are subject to inundation during peak storm conditions.

Objectives and Policies

Objective. The City shall work with the Regional Water Quality Control Board and other appropriate agencies to prevent degradation of Oceanside's Coastal waters.

Policy 2. As part of its environmental review process, the City shall establish measures on a project-by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction waste, and other pollutants into the urban runoff.

Consistency Discussion

As stated in subsection X, construction dewatering into Loma Alta Creek is anticipated during construction of the load equalization tank and emergency storage tank. The project contractor would be required to obtain a construction dewatering permit from the RWQCB prior to construction. Also, as stated in subsection VII.b., a SWPPP would be obtained by the construction contractor that incorporates sediment control and erosion measures specific to the project that would minimize the introduction of hazardous materials into the urban runoff. Once construction is completed, the project would not result in additional degradation to water and marine resources because the project site would involve a similar amount of impervious surface and associated runoff, as well as use of pollutants, compared to existing conditions. No inconsistencies with Section III of the City's LCP Land Use Plan would occur.

Section V – Environmentally Sensitive Habitat Areas

The Coastal Act requires that environmentally sensitive habitat areas be protected against significant disruption. Development adjacent to such habitats shall be sited and designed to prevent adverse environmental impacts.

Summary of Major Findings (Loma Alta Creek)

Major Finding 6. Loma Alta creek enters the Coastal Zone six-tenths of a mile inland from the ocean. Once in the coastal zone, the creek is a concrete-lined channel which passes through two mobile home parks and a recreational vehicle campground. About 300 yards inland the creek flows through an earth bottom rock revetted channel. The stream forms a 2 acre slough between the railroad tracks and Pacific Street.

Major Finding 8. The biological resources of Loma Alta Creek and slough within the Coastal Zone are quite limited. The only significant stand of vegetation is a large stand of *Myoporum leatum*, an introduced plant, adjacent to the slouth [sic].

Major Finding 9. The water quality of Loma Alta Creek has not been tested, but is believed to be poor. It is probable that the water has been subject to eutrophication due to its dark green color and stagnant appearance. The water contains a large amount of urban pollutants due to the vast expanses of pavement which drain directly into the creek and slough.

Major Finding 10. Existing development near the creek (both in and out of the Coastal Zone) is susceptible to flood hazards. Flood control measures may need to be taken to protect existing structures.

Objectives and Policies

Objective. The City shall provide adequate flood protection to existing development in the vicinity of Loma Alta Creek in a manner which preserves the remaining resources of the creek.

Policy 7. It is the policy of the City to prohibit filling in Loma Alta Creek.

Policy 8. Removal of existing vegetation shall not be permitted in Loma Alta Creek except when essential for flood control purposes.

Consistency Discussion

The proposed project would occur within the existing developed LSWWTP site, which is located adjacent to Loma Alta Creek. Construction activities would not result in significant impacts on wildlife in Loma Alta Creek as pre-construction surveys would be conducted during the breeding season (see MM BIO-1 through BIO-3 in subsection IV). Also, prior to construction of the proposed load equalization tank and emergency storage tank, a dewatering permit from the RWQCB would be obtained to conform to the requirements of Order No. R9-2015-0013, which is a general permit to allow groundwater extraction discharges to surface water within the San Diego Region, including Loma Alta Creek. The processing and approval of a CLOMR and LOMR would also address flood hazards by revising the flood mapping at the LSWWTP site to exclude the proposed lift station from a designated flood area. No filling or vegetation removal would occur in Loma Alta Creek and no inconsistencies with Section V of the City's LCP Land Use Plan would occur.

Section VI – Visual Resources and Special Communities

The Coastal Act requires that the visual qualities of the Coastal Zone shall be protected, and that new development be sited and designed to be visually compatible with the character of surrounding areas.

Summary of Major Findings

Major Finding 1. Oceanside's Coastal Zone is blessed with several important natural aesthetic resources, including the ocean, the San Luis Rey River, and Buena Vista Lagoon.

Objectives and Policies

Objective. The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.

Policy 3. All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.

Policy 8. The City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.

Policy 11. The City shall encourage variety, creativity, and site-responsive design for all new development.

Policy 13. New development shall utilize optimum landscaping to achieve the following effects: (a) accent and enhance desirable site characteristics and architectural features; (b) soften, shade and screen parking and other problem areas; (c) frame and accent (but not obscure) coastal views; (d) create a sense of spaciousness, where appropriate; and (e) in areas where significant natural vegetation exists, replant, as appropriate, developed areas with native drought-tolerant species.

Consistency Discussion

A complete discussion of visual resources as they relate to the project is provided in subsection I of this IS/MND. As discussed, most of the components of the project would be underground (e.g., the force main and load equalization and emergency storage tanks) and would not be visible after construction. The primary visual changes associated with the project include the proposed Buccaneer Lift Station, surface parking lot, and bike/pedestrian path, which would be visible from Buccaneer Park and Buccaneer Beach; however, these components would not result in disruption of natural landforms or vegetation at the site, nor would they conflict with the height, scale, color and form of the surrounding neighborhood, which includes a variety of one- and two-story residential structures with varying architectural forms and styles. The proposed improvements at the LSWWTP site are not expected to be especially visible from other areas of the City. The proposed lift station would be designed with mission style architecture with a pitched roof approximately 24 feet in height with a potential 35-foot tower and would appear like other wastewater facilities in the City. Also, landscaping improvements including native or drought-tolerant species would improve the overall aesthetic of the project site. As a result, the project would not result in inconsistencies with Section VI of City's LCP Land Use Plan.

Section VII – New Development and Public Works

The Coastal Act requires mitigation of impacts to archaeological and paleontological resources, the location of new development in or near existing urban areas, improvement of transit and parking opportunities, and provision of on-site recreation facilities. The Coastal Act also limits new and expanded public works facilities to those facilities necessary to accommodate new development or uses permitted by the Act.

Summary of Major Findings

Major Finding 6. In the South Pacific Street Beach area:

a) Any residual land not needed for the La Salina Treatment Plant should be considered for public use.

b) Provision of adequate on-site parking for new development is particularly critical because of existing deficiencies in on-street parking.

Major Finding 9. Possible public works projects in the Coastal Zone are delineated on the attached matrix. These projects may not all come to fruition. Conversely, there are likely to be other projects which cannot be anticipated at this time. All future public works projects will be governed by the performance criteria under the LCP policies.

Proposed Coastal Zone Public Works Project 4: La Salina Treatment Plant. According to recent studies, the La Salina Plant has sufficient reserve capacity to serve development well into the future (perhaps for the next 50 years). The City should reserve plant capacity to serve maximum commercial recreation and coastal dependent development projected for the Coastal Zone (about 0.10 mgd).

Objectives and Policies

Objective. New public works facilities in the Coastal Zone shall be sited and designed to meet all policies of the City's LCP.

Policy 1. The City shall deny any project which diminishes public access to the shoreline, degrades coastal aesthetics, or precludes adequate urban services for coastal-dependent, recreation, or visitor serving uses.

Consistency Discussion

The proposed project would involve the introduction of a new lift station and force main in order to relocate existing wastewater flows to the SLRWRF. As it relates to the Coastal Act, the project would create additional public parking opportunities at the coast and would not diminish public access. Mitigation for potential impacts on archaeological resources is included in subsection V, and no significant impacts on paleontological resources would occur. As a result, the project would not conflict with Section VII of the City's LCP Land Use Plan.

LCP Permit Requirements

The City's LCP includes a Coastal Permit Handbook that outlines the process for issuing a coastal development permit. Specifically, there are five distinct categories for projects within the coastal zone, including (1) exempt projects; (2) categorically-excluded projects; (3) administrative coastal permits; (4) regular coastal permits from the City; and (5) coastal permits from the CCC. The proposed project involves the approval of a CUP for the proposed lift station, load equalization tank, emergency storage tank, public parking lot, and bike/pedestrian path, and as such, is not exempt or categorically-excluded and would not meet the conditions to allow issuance of an administrative coastal development permit. Specifically, exempt projects are defined as repair and maintenance activities of seawalls, maintenance dredging of existing navigation channels, or the replacement of a structure destroyed by natural

disaster; categorically-excluded projects pertain only to single family residences not within 50 feet of a coastal bluff and for sign permits; and administrative coastal permits only pertain to projects with no discretionary permits. As a result, a regular coastal permit from the City would be needed to approve the requested CUP for the Buccaneer Lift Station, load equalization tank, emergency storage tank, public parking lot, and bike/pedestrian path because the City's LCP authorizes the City to issue regular coastal permits, except for actions within areas identified as "Potential Public Trust Land" on the Post-LCP Certification Map where the CCC retains permit authority. As shown on the Post-LCP Certification Map, "Potential Public Trust Land" is identified within Loma Alta Creek, directly south of the WWTP site; however, no project actions are proposed within Loma Alta Creek. As such, no proposed project actions would occur within "Potential Public Trust Land" and the City would issue a regular coastal permit for the proposed project.

The City's LCP outlines requirements to obtain a regular coastal permit, such as noticing requirements, required findings, and notice of final action. Noticing requirements involve sending information to property owners and tenants within 300 and 100 feet of the project boundary, respectively, at least 10 days prior to a public hearing on the project. The required findings include conformance to the LCP and its policies, as well as public access and recreation policies of Chapter 3 of the Coastal Act. The final decision would be mailed to the CCC within seven calendar days and would become effective after 10 working days have passed and no appeal is filed.

SDG&E Undergrounding

Impacts on land use and planning associated with undergrounding the existing overhead SDG&E electric distribution line would occur during Phase 2 of project construction in ~~winter or spring of 2027~~late 2029 to early 2030. Undergrounding the overhead SDG&E electric distribution line would not divide an established neighborhood as it would be located underground. As the activity would occur in the winter or spring months, it would not occur during peak beach season and would not temporarily conflict with applicable land use or planning documents, including the City's LCP.

XII. MINERAL RESOURCES

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

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

No Impact. The project site, including the LSWWTP site and along City streets, including Oceanside Boulevard and Garrison Street, is located within areas designated as Aggregate Mineral Resource Zone Category 3, which indicates the occurrence of known or inferred mineral deposits, the significance of which cannot be evaluated from available data (MRZ-3; County of San Diego 2008). Based on this designation, the absence of previous mineral-related activities (e.g., exploration and production), and the fact that the site and adjacent off-site areas are not delineated or zoned as mineral resource recovery areas in land use plans or ordinances (and would thus not likely be approved for such activities), no potential impacts related to the availability of aggregate mineral resources would result from the proposed project.

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

No Impact. Similar to the discussion above in XII.a., no impacts are anticipated related to the loss of a locally important mineral resource recovery site as none are delineated on local plans in the City. As a result, no impact would occur.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would not occur as it would be relocated within existing public streets and would not preclude known mineral resources from being extracted.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

The discussion below is based on a noise letter report prepared by HELIX Environmental Planning, Inc., attached to this Initial Study as Appendix E, *Noise Letter Report*.

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

Less Than Significant Impact. The project would occur in a developed coastal area in South Oceanside at the LSWWTP and generally along Oceanside Boulevard between Pacific Street and Garrison Street, as well as along Garrison Street. Areas where noise would be most noticeable include single- and multi-family residences west of the LSWWTP site; along Oceanside Boulevard near its intersections with Coast Highway and Foussat Street; near the intersection of Garrison Street and Mesa Drive; and a mobile home park that occurs south of Oceanside Boulevard and west of I-5. Other uses in the area include commercial and industrial uses, primarily at the eastern extent of the force main along Oceanside Boulevard, and are not considered noise-sensitive. Areas surrounding the project site are further described in subsection 2.3 of this IS/MND. Construction and operational noise impacts are discussed separately, below.

Construction

Temporary increases in noise associated with the proposed project would occur during construction of the following components: (1) construction of the Buccaneer Force Main (generally along Oceanside Boulevard and Garrison Street) over an approximately 24-month period; and (2) construction of the improvements in the southern portion of the LSWWTP site over an approximately 8-month period. Temporary construction noise at the LSWWTP site associated with construction would occur in the daytime while temporary construction noise for the force main would occur at night. To determine if temporary increases in ambient noise levels would result in significant impacts, applicable requirements of the Noise Element of the City's General Plan and Chapter 38 of the City's Municipal Code (Noise Ordinance) were reviewed and compared to the anticipated noise levels and time of day associated with construction of the proposed project. A complete discussion of the City's Noise Element and Noise Ordinance is provided in Appendix E and only relevant portions of each are repeated below.

The City's Noise Element outlines several restrictions related to the use of construction equipment and considers construction noise unlawful if it would: (1) exceed an average of 50 A-weighted decibels (dBA) at any property line between the hours of 8:00 p.m. and 7:00 a.m. if within 500 feet of a residential zone; (2) exceed 85 dBA at 100 feet from the source of the equipment; or (3) exceed ambient noise levels by 5 dBA between the hours of 6:00 p.m. and 7:00 a.m. A special permit may be granted by the Director of Public Works if extenuating circumstances exist. Noise Ordinance Sections 38.12 through 38.18 include additional noise restrictions for construction and operation throughout the City. Specifically, Section 38.12 provides acceptable average noise limits as measured from the property line depending on time of day, which range between 45 and 70 dBA depending on land use type and apply to both operational and construction activities (see Table 1 in Appendix E). Section 38.15 of the City's Noise Ordinance states that noise associated with construction and maintenance of a public utility may be exempted from the City's Noise Ordinance by the City manager or the manager's designee on a case-by-case basis if it furthers the public interest.

The anticipated construction equipment associated with all phases of the project are provided in Table 3 of this IS/MND. The loudest individual piece of construction equipment would be a pile driver, which

would be used to construct the proposed load equalization tank and emergency storage tank beneath the proposed lift station in the southern part of the LSWWTP site and would produce noise levels up to about 78 dBA at 320 feet, where the nearest residences are located from the proposed pile driving location beneath the lift station, west of the LSWWTP site. The amount of total construction noise reported in Appendix E accounts for multiple types of equipment operating simultaneously and construction is estimated to be up to 94.5 dBA at 50 feet during daytime construction of the lift station. Nighttime construction of the Buccaneer Force Main would result in noise in excess of 75 dBA at residences along Oceanside Boulevard between the hours of 10:00 p.m. and 4:00 a.m. While some residents are anticipated to be subjected to loud noises during nighttime construction when active work areas are nearby, force main construction is estimated to progress about 200 feet per day and construction equipment would not continually operate for more than a few nights in front of any single residence. The City would notify all residents and owners along the final force main alignment prior to construction as part of their standard construction procedures, consistent with pre-construction protocols for previous underground utility projects in the City.

Nighttime construction of the Buccaneer Force Main and daytime use of a pile driver at the LSWWTP to construct the load equalization tank and emergency storage tank would result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of City noise standards. As the project involves improvements to public wastewater utilities that would divert flows from the aging LSWWTP facility that is past its useful life, a Construction Noise Exemption by the City Manager or their designee would be required as part of the proposed project approvals. This exemption would be based on the determination that the project furthers the public interest in maintaining a safe, reliable, and adequate wastewater conveyance and treatment system. Temporary construction noise related to daytime use of a pile driver to construct the lift station and nighttime use of construction equipment to install the force main would exceed applicable construction noise standards; however, because the City's Noise Ordinance allows an exemption for projects that further the public interest, like maintaining adequate wastewater facilities, temporary construction noise impacts would be less than significant.

Operations

Permanent increases in noise would be limited to operation of the lift station equipment as the Buccaneer Force Main would be located underground and would not generate noticeable noise. Operational noises associated with the proposed lift station include the monthly testing of a backup generator, operation of a supply and exhaust fan for building ventilation, odor controls (roots blower), and pump motors. Except for the backup generator, all equipment would operate 24 hours a day and would generate up to 75 dBA at 50 feet from the source (see Table 9, *Lift Station Major Noise Sources*)[1]. Due to the proximity of residences within the LSWWTP vicinity, residential property line standards from the City's Noise Ordinance would apply to operations at the proposed lift station. Specifically, the City's Noise Ordinance restricts nighttime noise to 45 dBA and daytime noise levels to 50 dBA. As shown in Table 9, most of the major noise sources at the lift station could exceed the 45-dBA single-family residential nighttime noise limit; however, the City would require during final design that an enclosure for the generator and other sound attenuating designs for odor control, ventilation fans, and pump motors be implemented to achieve compliance with the City's noise standards. Once constructed, the

[1] In the event backup power is needed in an emergency, the generator may operate for a 24-hour period. Continual operation of a backup generator in an emergency situation would be expected to exceed the City's Noise Ordinance; however, emergencies are not subject to the City's Noise Ordinance.

City would test and confirm that operation of the lift station meets applicable noise limit standards at surrounding property lines and impacts would remain less than significant.

Table 9
LIFT STATION MAJOR NOISE SOURCES

Source	Noise Range at 50 Feet (dBA)	Noise Limit at 50 Feet (dBA) For Single-Family Residential
Indoor or Enclosed		
Generator*	75 to 85	50*
Odor Control (Roots Blower)	55 to 75	45
Ventilation Fan(s)	45 to 55	45
Pump Motors	55 to 65	45
Outdoor		
Transformer	40 to 50	45
HVAC	40 to 50	45

* Evaluated as Outdoor Generator in Weatherproof Enclosure and Standard Exhaust Silencer (Muffler)

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. During construction, activity most likely to result in vibration effects would be the pile driving equipment to support the foundations of the load equalization tank and emergency storage tank. Caltrans provides guidance to assess potential impacts related to vibration in their Transportation and Construction Vibration Guidance Manual (Caltrans 2013).

In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Vibratory motion is commonly described by identifying the peak particle velocity, with units provided in inches per second (in/sec). To assess the damage potential from ground vibration induced by construction equipment, Caltrans has developed guidelines that link responses to levels of estimated vibration for building damage and human annoyance. For frequent intermittent sources such as impact pile drivers, the threshold for potential building damage to older residential structures as 0.30 in/sec. A strongly perceptible human annoyance response is expected when vibration impacts reach 0.10 in/sec for frequent intermittent sources.

A pile driver would be expected to generate vibration levels of 0.65 in/sec at a distance of 25 feet. The closest vibration-sensitive land use would be the single-family residences to the west of the LSWWTP, located at a distance of approximately 320 feet from anticipated pile driver operations. At this distance, the pile driver would be expected to generate vibration levels between 0.02 and 0.05 in/sec. Therefore, as the pile driver's vibration would be below the criteria for building damage and human annoyance, impacts would be less than significant.

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

No Impact. As discussed in subsection IX.e., the nearest airport to the LSWWTP site is the Oceanside Municipal Airport, located about 2.75 miles northeast of the LSWWTP site. As a result, no impacts related to the exposure of people residing or working the area to excessive noise are anticipated with construction and operation of the proposed project.

SDG&E Undergrounding

Noise impacts associated with undergrounding the existing overhead SDG&E distribution line would be limited to construction and would not generate noise during operation. Construction activities would primarily involve the use of a saw cutter to create an approximately five-foot trench within portions of Pacific Street and Witherby Street in which to place the SDG&E electric distribution line. Approximate average noise levels associated with the use of a saw cutter are estimated at about 83 dBA at 50 feet from the equipment. Construction noise associated with SDG&E undergrounding would occur during the daytime and would not exceed applicable restrictions in the City's Noise Element; specifically, construction noise would not exceed 85 dBA at 100 feet. As it relates to the City's Noise Ordinance, undergrounding the existing overhead SDG&E distribution line would exceed the daytime residential noise limits (e.g., 50-55 dBA); however, a Construction Noise Exemption by the City Manager or their designee would be required as part of the proposed project approvals, and impacts would remain less than significant.

XIV. POPULATION AND HOUSING

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

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

No Impact. The proposed project would not involve new homes or businesses and would not induce unplanned population growth directly. The project would involve diversion of wastewater flows from the LSWWTP and~~,~~ construction of a new lift station and force main~~, and upgrades to an existing UV stormwater treatment facility~~; however, unplanned population growth is not anticipated to result

because the proposed extension of wastewater infrastructure along Oceanside Boulevard and Garrison Street is needed to divert wastewater flows from the aging LSWWTP and would not expand the service area or increase the capacity of the wastewater system. The proposed upgrades to stormwater infrastructure would similarly not expand the service area and would improve the disinfection process to improve water quality within Loma Alta Creek and the Pacific Ocean. As a result, no impact related to the induction of substantial unplanned population growth would occur.

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

No Impact. The project site includes a public WWTP facility and areas within public right-of-way along Oceanside Boulevard and local streets and does not contain people or housing. As a result, no people or housing would be displaced and replacement housing would not be needed.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would not occur relative to population and housing as relocating an existing electric distribution line to belowground would not affect population growth or housing construction.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Fire protection?	☐	☐	☐	■
b) Police protection?	☐	☐	☐	■
c) Schools?	☐	☐	☐	■
d) Parks?	☐	☐	☐	■
e) Other public facilities?	☐	☐	☐	■

a) Fire protection?

No Impact. Potential demand for fire protection services associated with the project are mostly limited to during construction activities as operations would be reduced at the project site. While under construction, new or physically altered fire protection services are not anticipated and fire protection services from the City's fire department would be provided during construction. Fire protection services would continue to be provided during construction and operation by the City's Fire Department, which

operates eight fire stations within the City. If fire protection services are needed during project construction or operations, fire station 2, located at 1740 South Ditmar Street, would be expected to be the primary responder at the LSWWTP site and areas along Oceanside Boulevard located west of I-5. Areas along Oceanside Boulevard located east of I-5 and along Garrison Street would be served by fire station 3 at 3101 Oceanside Boulevard. Because no new or physically altered fire protection services are anticipated as a result of the project's construction and operations, no impacts would occur.

b) Police protection?

No Impact. Similar to the discussion above for subsection XV.a., potential demand for police protection services associated with the project would be generally limited to during construction as operations would be reduced at the project site. Additionally, the OPD prepared a CPTED Report for the project that includes suggestions related to lighting, visibility, landscaping, security, site access, and maintenance to reduce opportunities for vandalism, trespassing, and unauthorized use (OPD 2026). Features may include: parking lot hours would mirror those of surrounding parks; a single point of public ingress/egress to parking lot; new gate at and fencing along the existing driveway used for City access to Loma Alta Creek; an eight-foot-tall concrete masonry unit wall between the parking lot and bike/pedestrian path and City infrastructure facilities; chain link fencing along the southern edge of the bike/pedestrian path; new landscaping would use low-water use plants, such as native or drought-tolerant species; solid waste storage bins would be accessed by City staff and cleanup crews more frequently (approximately once a day) during the summer months; and additional lighting fixtures where appropriate for wayfinding and security, compliant with Oceanside Municipal Code Chapter 39 (Light Pollution Regulations). To the extent feasible and consistent with project objectives, biological resource protections, and City lighting standards, these features may be incorporated into final project design. Existing police protection would be provided from the station at 3855 Mission Avenue, near the intersection with El Camino Real, during project construction and operation and no impacts related to new or substantially altered police facilities would occur.

c) Schools?

No Impact. The proposed project involves upgrades to existing public facilities within the City and would not result in the generation of additional school children or otherwise affect school facilities. Schools within the vicinity of the project include Surfside Educational Academy-; however, operations and future enrollment would not be affected by the project and no impact would occur.

d) Parks?

No Impact. Similar to the discussion above for subsection XV.c., potential environmental impacts on parks, including increases in use, would not occur as there would be no increase in permanent or temporary residents. Also, the proposed parking improvements at the existing LSWWTP site are expected to serve the existing demand of visitors recreating at Buccaneer Beach and Buccaneer Park, which is in need of additional parking to satisfy recreation demand in the area.

e) Other public facilities?

No Impact. No other potential environmental impacts on public facilities would not occur as there would be no increase in permanent or temporary residents.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would not occur relative to public services as relocating an existing electric distribution line would be temporary and would not require the need for new or physically altered governmental facilities.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

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

Less Than Significant Impact. Implementation of the proposed project would involve the construction of a public parking lot with approximately 51~~65~~ spaces and bike/pedestrian path along the northern side of Loma Alta Creek, which would provide beach parking and may support visitors to Buccaneer Beach and Buccaneer Park, located west and south of the project site, respectively. However, street and public parking for these areas is available currently and while it would be expanded by about 43~~57~~ spaces (~~65~~ 51 spaces would be provided; however, 8 spaces would be lost along South Pacific Street), the project is not expected to result in a substantial deterioration of Buccaneer Beach or Buccaneer Park and impacts would remain less than significant.

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

Less Than Significant Impact. The project involves the construction of recreational facilities including a bike/pedestrian path along the southern part of the LSWWTP site. The location of the proposed bike/pedestrian path is not expected to result in an adverse physical effect on the environment because the proposed recreational facilities would be located within developed portions of the LSWWTP site and impacts would be less than significant.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would be less than significant relative to recreation as relocating an existing electric distribution line would not

restrict access to or increase the use of the beach or nearby parks, including Buccaneer Park and Buccaneer Beach.

XVII. TRANSPORTATION

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

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

Less Than Significant Impact. As it relates to the City's circulation system, the proposed project involves the construction of the Buccaneer Force Main within public streets (generally along Oceanside Boulevard between Pacific Street and Garrison Street and along Garrison Street) and the construction of a bike/pedestrian path along Loma Alta Creek. Throughout construction of the force main, transit, roadway, bicycle, and pedestrian access would be maintained and provided with the implementation of a traffic management plan that would be required for the duration of the force main construction and during utility undergrounding in streets adjacent to the LSWWTP site. Further, construction of the force main would occur primarily at night when the circulation system is not highly used, which would further reduce potential conflicts. Once constructed, the project site would not have altered existing transit or roadway facilities and would have improved the City's bicycle and pedestrian facilities with the proposed bike/pedestrian path. As a result, conflicts with the City's circulation system would remain less than significant.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b) describes specific considerations for analyzing transportation impacts and outlines several criteria for analyzing transportation impacts for projects in terms of vehicle miles travelled as opposed to vehicle delay. The project would primarily involve the diversion of wastewater flows from the existing LSWWTP that is operated daily by 10 to 12 employees and the construction of a sewer lift station, force main, load equalization tank, emergency storage tank, and public works facilities that would require periodic visits to the site for maintenance and would not involve daily employees to manage the site. The public parking lot with approximately ~~65~~ 51 public parking spaces would accommodate visitors to Buccaneer

Beach, primarily during weekends and summer months, that typically park at Buccaneer Park or along nearby streets (e.g., Pacific Street) and the addition of the parking lot is not anticipated to generate additional trips. Project implementation would result in a reduction of employees at the LSWWTP and would accommodate existing trips to the area by providing a net increase of approximately ~~57~~ 43 public parking spaces and would not conflict or be inconsistent with CEQA Guidelines Section 15064.3.

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

Less Than Significant Impact. Regarding potential temporary and permanent impacts associated with transportation hazards or incompatible uses, the proposed project would involve temporary construction activities within local streets, the addition of three vehicular access points along Pacific Street into the southern part of the LSWWTP site, and the introduction of public uses within the LSWWTP site. Specifically, construction of the Buccaneer Force Main would involve work within local streets (primarily along Oceanside Boulevard between Pacific Street and El Camino Real, but also including Godfrey Street, Tait Street, Witherby Street, and/or Crosswaithe Street, and Garrison Street), and would involve temporary lane closures at night along Oceanside Boulevard. All construction activities related to the Buccaneer Force Main would require the review and approval of traffic control plans prior to the issuance of construction permits that would describe specifications for construction within public roadways, including requirements for signage, barricades, traffic control, driveway impairments, flag persons, overnight storage of materials, public noticing of street/lane closures, the use of night lighting and flares, temporary signal timing devices for work within signalized intersections, and ultimate removal and clean-up of construction activities. Also, construction within Oceanside Boulevard would occur at night and traffic lanes that would be closed would be restored during the daytime to minimize potential roadway hazards.

Once construction is completed, the proposed project would result in the addition of three vehicle access points along Pacific Street at the LSWWTP site to allow for City access to the site for site operations and for the public to access the public parking lot. Use of these entrances would be periodic and would occur primarily during the summer months when beach activity in nearby areas is highest. Preliminary locations for ingress and egress for the proposed public parking lot, also along Pacific Street, are shown on Figure 3 and have been reviewed by City staff for emergency access and safety. Lastly, some future uses at the site would remain similar to existing conditions (i.e., devoted to City public utilities); however, public uses (i.e., a parking lot and bike/pedestrian path) would be introduced to the site, too. As shown on Figure 3, a block wall is proposed to separate the public uses from the proposed public utilities (e.g., the lift station, existing UV wastewater treatment facility, and solid waste storage area), and no increase in hazards is anticipated due to incompatible uses. Construction and operation of the proposed project would not substantially increase hazards due to design features or incompatible uses and impacts would remain less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. Similar to the previous discussion for subsection XVII.c., construction and operation of the proposed project would not result in temporary (during construction) or permanent (during operations) increases in hazardous conditions, including emergency access. While nighttime lane closures would occur along Oceanside Boulevard during installation of the force main, a Traffic Control Plan would be implemented to maintain emergency access, and all lanes would be restored during the

daytime. During operations, access to the site would be provided by several driveways along Pacific Street and significant impacts would not occur.

SDG&E Undergrounding

Similar to the discussion above, impacts associated with undergrounding the existing overhead SDG&E electric distribution line would not occur relative to transportation and traffic because a traffic control plan would be required prior to any daytime work within public right-of-way, such as along Pacific or Witherby Streets. Undergrounding would be temporary and affected roadways would be returned to their pre-project condition and impacts to traffic as a result of the proposed utility undergrounding would remain less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

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

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

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

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact with Mitigation Incorporated. As stated in subsection V., the record search conducted at the South Coastal Information Center indicated that 15 prehistoric cultural resources have been recorded within a half-mile radius around the Buccaneer Force Main alignment, including site P-37-033928 (CA-SDI-21313), identified within 50 feet of the force main alignment; and site P-37-029336 (CA-SDI-18767), identified adjacent to and outside of the 50-foot buffer of the force main. Site P-37-033928 (CA-SDI-21313) consists of a small shell scatter and site P-37-029336 (CA-SDI-18767) consists of a hearth feature and associated artifacts and is also a prehistoric habitation site.

A pedestrian field survey was conducted as part of the project (see Section V, Cultural Resources). No cultural material was observed within the study area, but the proximity of the resources described above highlights the potential for subsurface cultural resources in the project vicinity. HELIX contacted the NAHC on March 1, 2024 for a Sacred Lands Files search. The NAHC indicated in a response dated March 11, 2024 that the results of the search were positive.

Pursuant to AB 52, the San Luis Rey Band of Mission Indians requested consultation with the City for the proposed project. The City held a consultation meeting with the San Luis Rey Band of Mission Indians on June 21, 2024. The San Luis Rey Band of Mission Indians indicated agreement with the City's standard cultural resources management and monitoring mitigation measures. The Rincon Band of Luiseño Indians did not request consultation, but they did provide a letter to the City concurring with the City's cultural resources management and monitoring mitigation measures for the project, requested to be notified of any changes in project plans, and requested to receive a copy of the final monitoring report.

Due to the cultural sensitivity of the area, mitigation measures MM CUL-1 through MM CUL-8 proposed in Section V of this IS/MND would reduce potential impacts to tribal cultural resources to a less than significant level.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would occur within existing roadways near the LSWWTP site. Potential direct impacts on tribal cultural resources would be reduced to less than significant with the incorporation of mitigation measures MM CUL-1 through CUL-8, proposed in Section V of this IS/MND.

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact. This threshold is concerned with having to relocate or expand public utilities to accommodate a project; however, the primary purpose of the proposed project is to relocate and construct new public utilities. As it relates to new or expanded public utilities, the proposed project involves the diversion of wastewater flows from the existing LSWWTP site devoted to wastewater and stormwater treatment; the construction of a new lift station and force main to transfer wastewater to the SLRWRF; ~~upgrades to an existing UV stormwater treatment facility;~~ the removal of existing water, sewer, and gas services at the LSWWTP site; and the relocation of an overhead electric distribution line that spans the site currently and would be undergrounded within Pacific Street and Tait Street (see Figure 4). The potential environmental impacts associated with these relocated and new facilities are considered throughout this IS/MND and no potentially significant impacts after the incorporation of mitigation measures are identified. While there are several mitigation measures included in this IS/MND to address project-related impacts, there are no additional mitigation measures needed to specifically address this issue and as such, a less than significant impact is concluded for this threshold.

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

Less than Significant Impact. The proposed project involves the diversion of wastewater flows from the LSWWTP, construction of a new lift station and force main, the construction of a bike/pedestrian path and public parking lot, and public facility upgrades (such as a secured area for solid waste storage) and would not require the use of water supplies for drinking water or other purposes. During temporary construction activities, drinking water for construction worker consumption and to alleviate construction dust would be provided by the contractor and would not rely on municipal water suppliers. Once operational, active uses at the LSWWTP site would include an operating lift station, public parking lot, bike/pedestrian path, and other public facilities; however, these uses would not result in an increase in water demand. While landscaping included as part of the project would utilize municipal water for irrigation, the net change in water demand would remain relatively unchanged from existing conditions and impacts would be less than significant.

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

Less Than Significant Impact. The proposed project involves the diversion of wastewater flows from the LSWWTP and the construction of a new lift station and force main to transport current wastewater flows from the LSWWTP to the SLRWRF, over a distance of about seven miles. As of the most recent reporting date in 2015, the SLRWRF averaged about 8.71 mgd or 7,264 gpm with a design capacity of 13.5 mgd or 11,259 gpm, resulting in 4.79 mgd or 3,995 gpm of remaining capacity (City 2015). Current flows into the LSWWTP average 3.1 mgd, or 2,153 gpm, which could be accommodated by the SLRWRF (Appendix A). As a result, impacts on wastewater capacity would remain less than significant.

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

Less Than Significant Impact. The California Public Resources Code requires each city in the state to divert at least 75 percent of its solid waste from landfill disposal through source reduction, recycling, composting, and transformation by 2020. The City has also developed solid waste and recycling requirements to comply with state requirements, such as the Zero Waste Strategic Resource Management Plan, adopted by the City Council in 2012. The 75 percent diversion rate would apply for the proposed project. Also, the City would require that the construction contractor submit a San Diego Regional Construction and Demolition Debris Materials Check-Off List to the City Engineer within 10 days of beginning construction and that a San Diego Regional Waste Management Plan Recycling Summary Report be submitted with weight tags to identify the total cubic yardage or tonnage of construction and demolition debris.

The project would generate construction waste during construction of the lift station, underground tanks, and other proposed components. The construction contractor would be required to submit documentation prior to construction, which would include an estimate of construction-related waste tonnage, as well as after construction, which would include a receipt of the amount of materials recycled at approved City facilities. Local approved facilities for construction materials include Moody's Construction (3210 Oceanside Boulevard, Oceanside) and WyRock (2847 North Twin Oaks Road, San Marcos). The requirement for recyclable materials to be recycled at approved facilities, which would be

documented in a San Diego Regional Waste Management Plan Recycling Summary Report that the City would require of the contractor, would achieve the City's goal of 75 percent diversion.

During operations, solid waste generation would be minimal as there would be no full-time employees at the site and public uses would be limited to a parking lot and bike/pedestrian path, neither of which would be expected to generate much solid waste, if any. Impacts related to the generation of solid waste in excess of state or local standards would be less than significant.

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

Less Than Significant Impact. As discussed above for Section XIX.d, construction materials would be reused or recycled, which would be a requirement for the construction contractor, and operations are not anticipated to generate much solid waste, if any. As a result, impacts would remain less than significant.

SDG&E Undergrounding

Construction related to SDG&E undergrounding would occur over a short period of time and would not require any additional or subsequent relocation of utilities or increase in the demand of municipal water or wastewater services. While the amount of waste generated by the SDG&E undergrounding would be minimal, solid waste requirements associated with undergrounding activities would be similar to those of the proposed project described above.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project is not located in state responsibility areas or lands classified as very high fire hazard severity zones maintained by the California Department of Forestry and Fire Protection and the nearest designated area occurs north of SR-76, more than 1.5 miles north of the project site (CalFire 2012). As a result, no impacts would result related to impairing emergency response plans or emergency evacuation plans in or near state responsibility areas or lands classified as very high fire hazard severity zones.

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?

No Impact. As stated in subsection XX.a., the proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones maintained by CalFire (CalFire 2012). As a result, no impacts would result related to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire in or near state responsibility areas or lands classified as very high fire hazard severity zones.

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?

No Impact. Infrastructure improvements associated with the proposed project include undergrounding SDG&E power lines within roadways adjacent to the LSWWTP site. As power lines would be located underground and the proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones maintained by CalFire, no impacts would result related to the exacerbation of fire risk or other environmental impacts.

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?

No Impact. As stated in subsection XX.a., the proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones maintained by CalFire (CalFire 2012). As a result, no impacts would result related to exposing 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 in or near state responsibility areas or lands classified as very high fire hazard severity zones.

SDG&E Undergrounding

Impacts associated with undergrounding the existing overhead SDG&E electric distribution line would similarly not occur as there are no designated wildfire areas at or near the WWTP site.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	☐	☐	■	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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

Less than Significant Impact with Mitigation Incorporated. As described in section IV, the project could result in direct and/or indirect impacts to wildlife species (associated with construction noise and lighting) and direct impacts on a potentially jurisdictional drainage at the LSWWTP site. Mitigation measures MM BIO-1 through MM BIO-4 would reduce potentially significant effects on biological resources to less than significant. As described in section V, the project could result in direct impacts on archaeological resources in the event that they are discovered during construction. However, mitigation measures MM CUL-1 through MM CUL-8 are included to reduce potentially significant effects to less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Less than Significant Impact. Cumulative impacts are defined as two or more separate project effects that are less than significant on their own, but when considered together or in concert with other projects, combine to result in a significant impact. As discussed in sections I through XX above, implementation of the project would result in less than significant impacts with implementation of mitigation measures required for biological resources, cultural resources, and hazards and hazardous materials during construction. These mitigation measures would be implemented prior to or during construction with the intent to avoid a significant impact rather than reduce the impact. Specifically, these measures involve monitoring during construction activities to either confirm the absence of environmental sensitivities (e.g., listed animal species, contaminated soils) or stopping work if environmentally sensitive information is encountered (e.g., biological or archaeological resources or contaminated soils). These mitigation measures are commonly applied to areas where there is some sensitivity and are intended to avoid impacts by identifying listed animals and archaeological resources before they are impacted. As mitigation measures for biological resources, cultural resources, and hazards and hazardous materials would similarly apply to other projects in the vicinity as applicable and would have a similar intent to avoid impacts rather than reduce them, the project's contribution would not be cumulatively considerable with other projects with similar types of environmental impacts. Other environmental resources evaluated in this IS/MND would either not occur or would be temporary and less than significant and it is not anticipated that other construction projects could combine with construction of the project to result in a cumulatively considerable impact. Operational impacts associated with the project were not identified and once constructed, the proposed project would not have the potential to result in an operational cumulative environmental impact. As a result, cumulative impacts associated with the project would remain less than significant and no additional mitigation measures are necessary.

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

Less than Significant Impact. The proposed project would be subject to regulatory codes, ordinances, regulations, standards, and guidelines, as well as the identified mitigation measures. Specifically, mitigation measure MM HAZ-1 would require preparation and implementation of a Hazardous Materials Management Plan to avoid impacts to humans from potentially contaminated soils that may be encountered during construction. As a result, construction and operation of the proposed project would not result in a substantial direct or indirect adverse effect on human beings. As demonstrated in this IS/MND, all environmental resource topics evaluated pursuant to the State CEQA Guidelines have been evaluated and would not have the potential to result in significant and unmitigable impacts. As a result, direct and indirect effects on human beings would be less than significant.

4.0 REFERENCES

Bryant Geoenvironmental Inc. 2021. Summary Investigation Report, Vacant Commercial Facility, 601 Oceanside Boulevard, Oceanside, California 92054. November 22. Available at: https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/8955233991/T10000016884.PDF.

California Air Pollution Control Officers Association (CAPCOA). 2022. *CalEEMod User Guide, Version 2022.1*. April. Available: https://www.caleemod.com/user-guide.

California Department of Conservation. 2022. California Important Farmland Finder. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/. Accessed: February 18, 2019.

California Department of Forestry and Fire Protection (CalFire). 2012. *Wildland Hazard & Building Codes – San Diego County FHSZ Map*. Available: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed May 1, 2024.

California Department of Toxic Substances Control (DTSC). 2024. Envirostor Database. Available: https://www.envirostor.dtsc.ca.gov/public/. Accessed: May 1, 2024.

California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

2018. California State Scenic Highway Map. Available: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed: May 1, 2024.

Leighton Consulting, Inc. 2016. *Geotechnical Exploration Report La Salina Sewer Lift Station Design and Wastewater Treatment Plant Decommissioning*. May 25.

Michigan Technological University. 2019. UPSeis An Educational Site for Budding Seismologists. Available: http://www.geo.mtu.edu/UPSeis/magnitude.html. Accessed: March 6, 2019.

Oceanside, City of. 2021. Climate Action Plan (CAP) Consistent Checklist. September 30. Available: https://www.ci.oceanside.ca.us/government/development-services/planning/climate-action-plan-cap/cap-emission-sectors/cap-consistency-checklist.

2019. *Oceanside Climate Action Plan*. April. Available: https://www.ci.oceanside.ca.us/home/showdocument/3850.

2016. *City of Oceanside Emergency Operations Plan*. Available: https://fire.ci.oceanside.ca.us/home/showpublisheddocument/9334/637997041776700000. Accessed May 1, 2024.

2015. *City of Oceanside San Luis Rey Water Reclamation Facility and La Salina Wastewater Treatment Plant Biosolids Annual Report*.

Oceanside Police Department (OPD). 2026. *Buccaneer Lift Station Crime Prevention Through Environmental Design Report*. Received August 27.

State Water Resources Control Board (SWRCB). 2024. Geotracker. Available: https://geotracker.waterboards.ca.gov/. Accessed: May 1, 2024.

San Diego County Airport Land Use Commission (SDALUC). 2010. *Oceanside Municipal Airport Land Use Compatibility Plan*. Available: https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=24742. Accessed: February 19, 2019.

San Diego County Land Use and Environment Group. 2009. *County of San Diego Guidelines for Determining Significance – Paleontological Resources*. Available: https://www.sandiegocounty.gov/dplu/docs/Paleo-Guidelines.pdf. Accessed March 22, 2019.

San Diego Regional Water Quality Control Board (RWQCB). 2023. San Diego Region – Loma Alta Slough TMDL Phosphorus. Available: https://www.waterboards.ca.gov/sandiego/water_issues/programs/tmdls/loma_alta_tmdl.html Accessed October 8, 2024.

2014. *Resolution of Commitment to an Alternative Process for Achieving Water Quality Objectives for Biostimulatory Substances in Loma Alta Slough*. Available: https://www.waterboards.ca.gov/sandiego/board_decisions/adopted_orders/2014/R9-2014-0020/R9-2014-0020.pdf. Accessed March 26, 2019.

5.0 PREPARERS

Hunter Stapp	Environmental Project Manager
Sydney Wells	Environmental Planner
Vanessa Toscano	Principal-in-Charge, QA/QC Reviewer
Joanne Dramko, AICP	Principal Air Quality/Noise Technical Specialist
Victor Ortiz	Senior Air Quality/GHG Specialist
Sean Bohac	Senior GIS Specialist

This page intentionally left blank