Dolphin Green Carwash

Final Initial Study/Mitigated Negative Declaration
(SCH # 2018091049)

Prepared for:

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

Errata Prepared by:

P.O. Box 1956
Vista, CA 92085

JANUARY 2024

This page intentionally left blank

TABLE OF CONTENTS

Section Page

TABLE OF CONTENTS

Section Page

APPENDICES

1.0 INTRODUCTION

The City of Oceanside prepared a Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the proposed Dolphin Green Carwash Project (project) and made it available for public comment for 30 days from September 27, 12, 2018 to November 2, 2018. In response to comments received from the US Fish and Wildlife Service and the California Department of Fish and Game (Wildlife Agencies), the project was modified and a new Draft IS/MND was made available for public comment from January 30, 2019 to February 28, 2019.

In accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15074(b) (14 CCR 15074(b)), before approving the project, the City of Oceanside (City), as the lead agency under CEQA, will consider the IS/MND with any comments received during this public review period. Specifically, Section 15074(b) of the CEQA Guidelines (14 CCR 15074(b)) states the following:

> Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

No agencies or individuals provided written comments on the environmental issues addressed in the Draft IS/MND during the public review period from January 30, 2019 to February 28, 2019.

2.0 ERRATA

Minor revisions, corrections and additions to information included in the Draft IS/MND (November 2019) are provided below and are organized by their section from the Draft IS/MND. Revisions are shown with underline for additions and ~~strikethrough~~ for deletions.

The following contains revisions to information included in the Draft EIR (March 2020) based upon:

- Minor modifications, refinements or clarifications of the Project;
- Typographical errors; and/or,

- Revisions to the State CEQA Guidelines that have been adopted since the time of the Draft Initial Study's publication.

These minor revisions do not disclose a new, avoidable significant environmental impact that would result from the Project or from a new mitigation measure or substantial increase in the severity of an environmental impact. Nor do the revisions contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Applicant has declined to adopt. Additionally, the revisions do not present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the Draft IS/MND.

All of the information added merely clarifies, amplifies, corrects, adds to, or makes insignificant modifications to information in the Draft IS/MND. The City has reviewed this information and has determined that it does not change any of the basic findings or conclusions of the Draft IS/MND, does not constitute "significant new information" pursuant to CEQA Guidelines Section 15073.5, and does not require recirculation of the Draft IS/MND.

8. **PROJECT DESCRIPTION:** To construct an automated car wash on a 1.28 acre site at the northeast corner of El Camino Real and Via Las Rosas. The proposed 4,566 square foot carwash would be a single-story structure with a maximum height of 35 feet. A majority of the building would be 25 feet in height with the east and south architectural towers measuring to a building height of approximately 35 feet. The 4,310 square foot main building would consist of the wash tunnel, offices, an equipment room, an ADA restroom and two after-wash service bays. A small independent building has 256 square feet and will house the central vacuum equipment. This car wash uses a hybrid model of a full-service car wash and an express car wash. When cars come out of the wash tunnel, most customers will drive to the self-vacuum area to clean the car interior, while some will choose the full-service option to have the interior or exterior quick services in the after-wash service bays. In order to conserve water and electricity, this car wash would be constructed with a wastewater reclamation system, a storm water reclamation system and modern and water-saving equipment. Specifically, an underground stormwater detention module tank would be installed north of the entrance driveway for rainwater harvest retention and reuse. Additionally, solar photovoltaic systems, LED lighting, artificial turf grass, drought resistant landscaping, etc. are also proposed. Modern surfactants/detergents and the water reclamation system are designed to save environmental resources by utilizing environmentally friendly chemicals and by effectively removing the chemicals to reuse the water. This proposed commercial car wash will reduce home car washing, which results in pollutants flowing into creeks and ocean. A conditional use permit and a development plan are required for this development per the 1992 City of Oceanside Zoning Ordinance.

12. CONSULTATION:

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City mailed out a letter to request consultation pursuant to Assembly Bill (AB) 52 to all tribes listed on the Native American Heritage Commission (NAHC) contact list. This letter was sent via Certified Mail on August 11, 2023. Only two tribal groups requested consultation- the San Luis Rey Band and the Rincon Band of Luiseño Indians. The City sent letters via e-mail to contacts at the San Luis Rey Band of Luiseño Indians and the Rincon Band of Luiseño Indians on August 28, 2023, to initiate requested consultation and a site visit was performed on October 20,2023 with representatives from the Rincon Band of Luiseño Indians at their request. The San Luis Rey Band of Luiseño Indians provided a letter in September 2023 to the City of Oceanside requesting on-site construction monitoring during ground disturbing activities. The Rincon Band of Luiseño Indians submitted a letter dated December 7, 2023, also requesting monitoring during ground disturbing activities. These letters concluded the AB 52 consultation process. See Section 14.8 below and Appendix J for AB 52 consultation documentation. Native American monitoring during ground disturbing activities has been included as a Condition of Approval.

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

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

Section 14.3 AIR QUALITY

Table 3.2 Daily Construction Emissions

Pollutant	Total Project Emissions	~~SCAQMD~~ SDAPCD Thresholds (lbs./day)	Threshold Exceeded? Yes/No
Carbon Monoxide (CO)	7.1	550	No
Reactive Organic Gases (ROG)	4.6	75	No
Nitrogen Oxides (NO_x)	5.6	100	No
Fine Particulate Matter (PM_{10})	0.3	150	No

Notes: Emissions calculated using the CalEEMod 2022.1 as recommended by CARB and SDAPCD.
Calculations include emissions from numerous sources including: site grading, construction worker trips, stationary equipment, diesel mobile equipment, truck trips, and asphalt off gassing.

Section 14.4 BIOLOGICAL RESOURCES.

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game Wildlife or the US Fish and Wildlife Service?* ***Potentially Significant Unless Mitigated.*** The area of project impact would essentially be that area previously disturbed by previous site construction. Therefore, the proposed project would not have an 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 the U.S. Fish and Wildlife Service.

Based on the guidelines of the disturbed land and the annual grassland/non-native grassland (NNG), the subject property is a graded construction site and has disturbed land in the size of 0.59 acres, even though it is largely devoid of vegetation. These areas are mowed and/or disked on a regular basis for weed abatement/fire safety purposes. The size of Annual grassland/Non-Native Grassland is determined to be 0.06 acres, 10% of the disturbed land. Annual grassland, consisting primarily of Bermuda grass (*Cynodon dactylon*) and bromes (*Bromus spp*.), is highly degraded and largely dominated by fennel (*Foeniculum vulgare*) and mustards (*Brassica spp*.). ~~The project will result in the loss of 0.06 acre of highly degraded annual grassland.~~ In accordance with the Wildlife Agencies recommendation on the Draft Initial Study published in 2018, all 0.59 acres of impacts will be mitigated for the loss of NNG.

Per the mitigation standards established by Table 5-2, "Mitigation Standards for Impacts to Natural Vegetation and Habitat" of the SAP, the project would be required to provide 0.30 ~~0.03~~ acres of annual grassland mitigation (0.5 x 0.60 ~~0.06~~ acres = 0.30 ~~0.03~~ acres). The property is wholly situated within the "Offsite Mitigation Zone," and Section 5.3.4 (Offsite Mitigation Zone) of the SAP states that impacts within this zone must be mitigated within the Wildlife Corridor Planning Zone (WCPZ) or Pre-approved Mitigation Areas (PAMAs); but onsite mitigation credit may be allowed elsewhere subject to approval from the Wildlife Agencies.

With implementation of **MM-BIO-1**, impacts to NNG would be less than significant.

Mitigation Measure MM BIO-1. Prior to issuance of the project's grading permit, the applicant will fully mitigate the loss of the non-native grassland by negotiating the purchase of the remaining available credits within the Wildlife Corridor Planning Zone (WCPZ) or Pre-approved Mitigation Areas (PAMAs), and any additional credits (if needed) at another authorized mitigation bank for a total of 0.30 acres.

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**? Less than Significant Impact**. The project area is situated within the Wildlife Corridor Planning Zone (Section 5.3.1.1) of the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan/Multiple Habitat Conservation Plan area (MHCP). All projects within the City that may impact biological resources are required to implement the minimization measures and Best Management Practices (BMPs) identified in Section 5.2.8 of the SAP including, but not limited to conducting a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area.

With implementation of MM BIO-1, conditioning the project to grant a conservation easement over the 25 foot buffer west of the SDG&E Utility easement, and implementation of the minimization measures and BMPs in Section 5.2.8 of the SAP, the proposed project would be consistent with and would not 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 proposed project has been developed consistent with the planning guidelines of the Subarea Plan, therefore, the proposed project would have no impact on regional habitat conservation plans~~.

Section 14.6 Energy

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

a) 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 could potentially impact energy resources during construction and operation. Potentially-impacted energy resources include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts with a focus on minimizing or eliminating inefficient, wasteful, and unnecessary energy consumption.

Electricity is a is a man-made resource that is produced by the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Electricity is delivered to consumers through a network of transmission and distribution lines commonly called a power grid. Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source for electricity generation, cooking, water heating, space heating, industrial processes and as a transportation fuel. Petroleum-based fuels are the source of the majority of transportation energy usage in California. However, efforts for developing strategies to reduce petroleum use are ongoing in the state. California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector and reduce vehicle miles traveled (VMT). As a result, consumption of petroleum-based fuels in California has declined.

CONSTRUCTION ELECTRICITY USAGE

Construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

CONSTRUCTION NATURAL GAS USAGE

Construction at the proposed project is expected to consume zero or negligible amounts of natural gas to support construction activities. As a result, construction will not produce a demand for natural gas.

CONSTRUCTION TRANSPORTATION ENERGY USAGE

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The petroleum consumed during Project construction would be typical of similar projects and would not require the use of new petroleum resources beyond those typically consumed in California annually for construction activities. Based on these considerations, construction of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the impact would be less than significant.

b) *Conflict with or obstruct a state or local plan for renewable energy efficiency?* ***Less than Significant Impact.*** Several levels of government have implemented regulatory programs in response to reducing GHG emissions, which consequently serve to increase energy efficiency. State agencies, including CARB, California Energy Commission, California Public Utilities Commission, CalRecycle, Caltrans, and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are beyond the ability of any future development to implement and are implemented at the utility provider or the manufacturer level.

The City adopted a Climate Action Plan (CAP) in 2019 that includes measures to reduce energy use (City 2019). The proposed project's inclusion of a wastewater reclamation system, a storm water reclamation system, modern and water-saving equipment, solar photovoltaic systems, artificial turf grass and drought resistant landscaping ensure its consistency with the City's CAP. Specifically, CAP measures W-1, Implementation of the Water Conservation Master Plan, and E-2, Solar Photovoltaic Promotion Program. The project would reduce water use through its wastewater replacement system and produce renewable solar energy for on-site use consistent with these CAP measures.

In addition, the proposed restroom, trash, and vacuum storage building, and the monitoring room of the project would be required to comply with Title 24 and 2019 CAL Green standards, which would ensure the project employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills. The car wash tunnel equipment would also be required to meet the latest industry

standards, including the applicable energy efficiency standards.

Therefore, impacts to a state or local plan for renewable energy efficiency would be less than significant.

Section 14.7 Geology and Soils

b) Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.*** Grading and trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. ~~The contractor will comply with standard engineering practices for erosion control and a qualified soils engineer will monitor soil compaction during construction. A plan for the prevention of erosion has been submitted and approved.~~ Short-term erosion effects during the construction phase of the proposed project would be prevented through required implementation of a Storm Water Pollution Prevention Plan (SWPPP), compliance with the National Pollutant Discharge Elimination System permit, and incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and offsite erosion. A SWPPP is required by the City during plan review and approval of proposed project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction operations would remain below a level of significance.

In addition, appropriate erosion control measures would be taken at all times per the BMP's outlined in the Preliminary Stormwater Management Plan (Appendix I). Thus, with implementation of the SWPPP, the Final Stormwater Management Plan, and compliance with the City's Grading Ordinance (City of Oceanside 1992), impacts relating to soil erosion and loss of topsoil would be less than significant

Section 14.8 Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less Than Significant Impact.*** There is only a limited amount of gas emission from this facility, as explained in the section below.

Table 3.3~~**15.7**~~ shows the project's GHG emissions during the two major phases of Dolphin Green Carwash development and operation. The tables which are developed by the model are divided into unmitigated and mitigated where appropriate. Summary tables generated by the model are included in their totality. The resultant tables are of gasses in tons and the values are in the range of .01 to .001. That means the range is 20 pounds to 0.2 pounds. Standards are in the range of whole tons or more.

Section 14.10 Hydrology and Water Quality

a) Violate any water quality standards or waste discharge requirements? ***Less Than Significant Impact Unless Mitigated.*** A Preliminary Storm Water Quality Management Plan (SWQMP) was prepared for the proposed project by LLR Engineering, Inc. (June 2018) and is included as Appendix I of this document. It is intended to meet the permit requirements of the San Diego Regional Water Quality Control Board. Further, the proposed project will be required to comply with the National Pollutant Discharge Elimination System State Water Resources Control Board Construction General Permit Order No. 2009-0009 - DWQ for stormwater discharges and general construction activities, and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and various stormwater BMPs such as filtration media screens. In compliance with the Construction General Permit, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared that specifies BMPs that would be implemented during construction to minimize impacts to water quality.

With implementation of the proposed project, 46% of the currently undeveloped 1.28-acre site (0.6-acres) would be developed with impervious surfaces (LLR, 2018). Runoff from proposed impervious areas will be collected at the driveway trench drain and conveyed into underground stormwater detention module tank for storage and reuse in the operation of the new car wash as well as for site landscaping (LLR, 2018). The detained volume will be pumped into the car wash filtration facility for use in the car washing process and an additional pump discharge line will be installed for landscape irrigation use.

Additionally, the Preliminary SWQMP incorporates several BMPs to meet the storm water pollutant control performance standards and provide, during project operations, water quality treatment standards consistent with the Regional Permit's standards. In order to ensure compliance with all applicable provisions of the Regional Board's permit requirements which would provide that any water quality impacts of the project are sufficiently addressed, the following MM WQ-1 is necessary. Implementation of MM WQ-1 would reduce impacts to below a level of significance.

~~Construction of the proposed project may require temporary construction dewatering for flushing of the pipeline with water to clean the pipes prior to placing the facilities in service. If drainage is necessary, the contractor will be required to obtain and comply with the requirements of a groundwater dewatering discharge permit and/or wastewater permit as required by the Regional Water Quality Control Board (RWQCB). Compliance with applicable RWQCB permit requirements would result in less than significant impacts to water quality.~~

~~Additional impacts related to water quality would range over three different phases of project implementation: 1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation into on-site drainages would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, and those associated with site runoff would be reduced from the pre-development conditions. The project will collect most of storm water runoff from parking lots, roofs and landscaping areas into a huge underground storage tank and use the storm water for car washing.~~

~~Compliance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity would prevent stormwater pollution from impacting waters of the U.S. in the vicinity of the project site. Implementation of the mitigation measures identified below would reduce potential water quality impacts to less than significant levels.~~

Mitigation Measures:

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

MM WQ 12 Storm Water Pollution Prevention Plan. The Storm Water ~~Mitigation~~ Pollution Prevention Plan (SWPPP ~~SQMP~~) shall emphasize structural and non-structural Best Management Practices (BMPs) in compliance with NPDES Program requirements. Specific measures shall include:

- ❖ Siltation of drainage devices shall be handled through a maintenance program to remove silt/dirt from channels and parking areas.
- ❖ Surplus or waste material from construction shall not be placed in drainage ways or within the 100-year floodplain of surface waters.
- ❖ All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner to eliminate any discharge to waters of the State.
- ❖ During construction, temporary gravel dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- ❖ Stabilizing agents such as straw, wood chips and/or soil sealant/dust palliative shall be used during the interim period after grading in order to strengthen exposed soil until permanent solutions are implemented.
- ❖ Revegetated areas shall be continually maintained in order to assure adequate growth and root development.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* ***Less Than Significant Impact.*** The project would not have the potential to substantially deplete groundwater supplies nor interfere with groundwater recharge~~. Potential activities associated with construction would be short term in nature and would not substantially affect the groundwater table~~.~~-~~The proposed project does not include the use of groundwater for construction or operation and the project-related increase in impervious surfaces (less than one-acre) would be de minimis~~ The project would not have the capacity to increase the amount of water consumed regionally through increased withdrawals from groundwater sources. No significant impacts are anticipated to occur.~~

Section 14.14 Transportation/Traffic

g) *Would the project conflict with or be inconsistent with CEQA Guidelines CEQA Guidelines §15064.3, subdivision (b).* **Less Than Significant**. A Traffic Impact Analysis was prepared for the project in June 2018, which quantified the number of average daily vehicle trips that would be generated, based on SANDAG Traffic Generation Rates (Urban Systems Associates, 2018). This report is included as Appendix H of the Initial Study and found that the proposed Dolphin Green Car Wash project is expected to generate approximately 900 average daily trips (ADT).

In 2018, the Governor's Office of Planning and Research proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts and required agencies to adopt VMT thresholds by 2018. Because the proposed project is consistent with the General Plan and would generate less than 1,000 ADT, in accordance with the City of Oceanside's *Traffic Impact Analysis Guidelines for Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* 1, a VMT CEQA Analysis is not required and the project is

1 City of Oceanside, 2020. Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment August 2020. Available at https://www.ci.oceanside.ca.us/home/showpublisheddocument/3964/637953021033570000.

presumes to result in a less than significant impact to VMT. Therefore, the project would not conflict with or be inconsistent with CEQA Guidelines §15064.3, subdivision (b) and traffic impacts related to VMT would be less than significant.

Section 14.8 Tribal Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.18 TRIBAL CULTURAL RESOURCES . Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the column register of historic resources, or a local register of historic sources 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 events to be significant materials set forth in subdivision (c) of Public Resource Code § 5024.1. IN applying the criteria set forth in subdivision (c) of Public Resources Code § 50241, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a.i.) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is (i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? **No Impact.**

In accordance with the requirements of PRC Section 21080.3.1, the City of Oceanside sent consultation letters via e-mail on August 28, 2023, to the following tribes that have requested notice pursuant to Assembly Bill 52:

- San Luis Rey Band of Luiseño Indians; and
- Rincon Band of Luiseño Indians.

As stated in Section 12 above, two responses were received. One from the San Luis Rey Band of Luiseño Indians and another from the Rincon Band of Luiseño Indians. A Sacred Lands File record search was requested from the Native American Heritage Commission (NAHC). A letter dated December 5, 2023, from the NAHC, stated that the record search findings were negative for the presence of known cultural resources. Further, no evidence was provided demonstrating that sites 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) occur on-site. no such resources are known to occur on or proximal to the project site.

a.ii.) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **Less Than Significant.**

Based on coordination to date, Native American representatives have not provided information indicating there are resources that are significant to a California Native American tribe or otherwise qualify as Tribal Cultural Resources, as defined in Public Resources Code Section 5024.1 on the Project site. However, during the AB 52 tribal consultation process, the San Luis Rey Band of Luiseño Indians and the Rincon Band of Luiseño Indians requested that Native American monitoring occur during ground disturbing activities. The City of Oceanside has added Native American monitoring as a standard condition of approval as a result of the AB 52 process. This condition of approval requires that the applicant provide evidence to the City of Oceanside that a monitoring agreement has been established with the San Luis Rey Band of Luiseño Indians or Rincon Band of Luiseño Indians prior to issuance of a grading permit and that a monitoring report and related documentation be provided as evidence the condition of approval was satisfied. Impacts related to Tribal Cultural Resources would be less than significant with implementation of the standard condition of approval.

Further, procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code §7050.5, California Public Resources Code §5097.98, and California Code of Regulations (CCR) §15064.5(e). Should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The San Diego County Coroner will be immediately notified. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, then Federal laws governing the disposition of those remains would apply. Specifically, per the Native American Graves Protection and Repatriation Act (NAGPR),the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

California law also recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The City shall ensure that the procedures for the treatment of Native American human remains contained in California Health and Safety Code Sections 7050.5 and 7052 and Public Resources Code Section 5097 are followed. Construction monitoring during ground disturbing activities and compliance with existing federal and State laws regarding the protection of Native American human burials, skeletal remains and items associated with Native American burials will ensure potential impacts are less than significant.

Section 14.20 Wildfire

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.20 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impaired an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risk, 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 parentheses such as roads, fuel breaks, emergency water sources, power lines or other utilities parentheses that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, posts- fire slope instability, or drainage changes?	☐	☐	☐	☒

a) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?* ***No Impact***. The Project site is not located within or adjacent to lands classified as a Very High Fire Hazard Severity Zone and is outside of a State Responsibility Area (CalFire 2022) [2]. Additionally, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts to an emergency response plan or evacuation plan would occur.

b) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* ***No Impact.*** Refer to response (a).

c) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* ***No Impact.*** Refer to response (a).

d) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* ***No Impact.*** Refer to response (a)

2 CalFire, 2022. Fire Hazard Severity Zone Maps. Prepared by the California Department of Forestry and Fire Protection. Available at: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/

FINAL INITIAL STUDY
City of Oceanside California

03/01/2020

1. **PROJECT:** Dolphin Green Car Wash (D15-00012 & CUP15-00010)

2. **LEAD AGENCY:** City of Oceanside

3. **CONTACT PERSON & PHONE:** Scott Nightingale, Senior Planner City of Oceanside (760-435-3526)

4. **PROJECT LOCATION:** 2190 South El Camino Real, Oceanside (at the northeast corner of El Camino Real and Via Las Rosas), APN 165-012-15-00.

5. **APPLICANT:** Metro Property Group, LLC. Contacts: Kenneth Wang (Owner, 858-414-6910)

6. **GENERAL PLAN DESIGNATION:** Community Commercial (CC)

7. **ZONING:** Community Commercial (CC)

8. **PROJECT DESCRIPTION:** To construct an automated car wash on a 1.28 acre site at the northeast corner of El Camino Real and Via Las Rosas. The proposed 4,566 square foot carwash would be a single-story structure with a maximum height of 35 feet. A majority of the building would be 25 feet in height with the east and south architectural towers measuring to a building height of approximately 35 feet. The 4,310 square foot main building would consist of the wash tunnel, offices, an equipment room, an ADA restroom and two after-wash service bays. A small independent building has 256 square feet and will house the central vacuum equipment. This car wash uses a hybrid model of a full-service car wash and an express car wash. When cars come out of the wash tunnel, most customers will drive to the self-vacuum area to clean the car interior, while some will choose the full-service option to have the interior or exterior quick services in the after-wash service bays. In order to conserve water and electricity, this car wash would be constructed with a wastewater reclamation system, a storm water reclamation system and modern and water-saving equipment. Specifically, an underground stormwater detention module tank would be installed north of entrance driveway for rainwater harvest retention and reuse. Additionally, solar photovoltaic systems, LED lighting, artificial turf grass, drought resistant landscaping, etc. are also proposed. Modern surfactants/detergents and the water reclamation system are designed to save environmental resources by utilizing environmentally friendly chemicals and by effectively removing the chemicals to reuse the water. This proposed commercial car wash will reduce home car washing, which results in pollutants flowing into creeks and ocean. A conditional use permit and a development plan are required for this development per the 1992 City of Oceanside Zoning Ordinance.

   On April 23, 1986, the subject property was originally approved by the Oceanside City Council through a CUP to develop a 90-unit motel. The site was previously graded into multi-level building pads and crib walls were built, both under an approved grading permit. There are also existing building walls on the site, which were parts of the motel building and built under a building permit. Due to the bank's refusal to extend the construction loan, the motel project was aborted. For the past 30 years the site has looked like an abandoned construction site. The existing improvements on site and the narrow L-shape usable land have made it very difficult to redevelop this property. Fortunately, those existing improvements would be utilized and augmented for the proposed car wash development.

As a condition to grant the CUP for the motel, the City of Oceanside required the property owners to open the junction of El Camino Real and Via Las Rosas by removing the center divider, adding traffic lanes, traffic signals, sidewalks, catch basins, etc. These off-site improvements cost around $180,000 about 30 years ago and would be more than double this amount if built today.

The adjacent land uses surrounding the site consist of office development to both the north and the west, open vacant commercial land to the east, and a commercial office and shopping center to the south. The proposed project would be compatible with the surrounding land uses and would generate additional commercial activities for those existing facilities. The project is projected to create additional employment opportunities for the community.

One of the major elements of the project is the proposed on-site circulation plan with access from Via Las Rosas, a dead-end and low-traffic city street adjacent to the project. Patrons would enter the project from Via Las Rosas and proceed to the pay stations. After payment, the patrons would proceed to the enclosed tunnel structure for vehicle washing, drying and polishing by modern car wash equipment. On site queuing for at least ten vehicles would be accommodated in the double driveways ahead of the pay stations. Accessible pedestrian walkways would be implemented and provided from the city sidewalk leading all the way to the handicapped parking space located at the east end of the main building.

Outdoor lighting would be designed to prevent light from shining onto the open space east of the project and the neighboring properties. The internal structure lighting would be directed only to the car wash operations. Paving of the driven surfaces would be asphalt/concrete per code. Many landscaping areas and a large open space would be used to reduce the storm water outflow. Storm water from the parking lots and the buildings would be collected into a large underground storage tank and released slowly to the storm drains, in order to prevent a large run-off of storm water. The after-wash service bays would provide full services to the patron, particularly to clean the interior of the cars.

As the result of a previous car wash project reviewed by the City of Oceanside in 2018, the project size has been reduced and a 25 feet strip of land (just west of the 228 feet long San Diego Gas and Electric transmission corridor easement) having an area of 0.13 acres would be added to create a larger open space, in order to avoid impacts to the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan (SAP). SDG&E transmission corridor easement is located at the co-terminus at the eastern property boundary. As proposed, approximately 0.51 acres or 43% of the property would be preserved as open space. The remaining developable area has only 0.68 acres. This is a very small project.

This green car wash project was motivated by the following programs promoted by the City of Oceanside:

a) The Save Water Program establishes “Mandatory Water Use Efficiency Measures” and requires the citizen to:
“Wash vehicles using a bucket and hand-held hose equipped with positive shut-off nozzle; a professional car wash is preferred to keep pollutants out of storm drains.”

b) The Clean Water Program points out:
“One of the most threatening and widespread contaminates of storm water is soaps resulting from the washing of cars. ……. Wash your car at a commercial car wash rather than washing it yourself at home. Commercial car washes reuse wash water and discharge the water to the sanitary sewer system. Not only do they protect storm water by not discharging soaps into the street, they help us conserve water.”

c) The Green Oceanside Campaign wants:
"To educate residents, businesses and visitors about how to be better stewards of the earth and to implement programs that protect and conserve natural resources. The Green Oceanside campaign offers numerous opportunities for people to participate in events and programs that provide a direct benefit to the local environment while reducing the City's carbon footprint beyond its jurisdictional boundaries."

There are still not enough commercial car washes in Oceanside to wash so many cars in the City.

Focused studies associated with this Initial Study include: Traffic Engineering Study, Noise Study, Storm Water Pollution and Prevention Plan, Biological Survey, Landscaping Plan, and Geotechnical Study.

A location map, project site plan, and vicinity map are included as Figures 1, 2, and 3 of this Initial Study, respectively.

9. SURROUNDING LAND USE(S) & PROJECT SETTING: The project is bounded on the north by office buildings (Zoning: CP), on the west by office buildings (Zoning: CP) across El Camino Real, on the south by shopping centers (Zoning: CC) across Via Las Rosas, and on the east by vacant land (Zoning: CP) across SDG&E transmission line corridor.

10. OTHER REQUIRED AGENCY APPROVALS: None. The following federal, State, and other local agencies have been consulted on the proposed project:

United States Fish & Wildlife Service (USFWS)	California Department of Fish & Game (DFG)
U.S. Army Corps of Engineers (ACOE)	California Dept. of Transportation (CALTRANS)

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION: None

12. CONSULTATION:

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

See updated Section 12. Consultation in the errata. In summary, the City mailed out a letter to request consultation pursuant to AB 52 to all tribes listed on the NAHC contact list. This letter was sent via Certified Mail on August 11, 2023. Only two tribal groups requested consultation: the San Luis Rey Band of Luiseño Indians and the Rincon Band of Luiseño Indians. Both respondents requested Native American monitoring during ground disturbing activities. There is no evidence of cultural resources occurring on or proximal to the site; however, two Conditions of Approval, TCR-1 and TCR-2, were added to address Tribal Cultural Resources. TCR-1 requires that the applicant provide evidence to the City of Oceanside that a monitoring agreement has been established with either responding tribe prior to issuance of the grading permit. TCR-2 identifies steps to be taken should human remains be encountered during ground disturbing activities.

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

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

14. ENVIRONMENTAL CHECKLIST

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

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

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

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

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

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.1 AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) *Have a substantial adverse effect on a scenic vista?* ***Less Than Significant Impact.*** The proposed 4,566 square foot, one story building with two architectural towers at 35 feet height will not significantly interfere with the view of the surrounding buildings. Short-term construction-related aesthetic impacts would consist primarily of grading activities, the presence of construction equipment, and additional signage and warning markers on roadways. No valuable aesthetic resources would be destroyed as a result of construction-related activities or finished project. The project is not considered a scenic vista by the Oceanside General Plan.

Physical design attributes of the project will minimize aesthetic impacts. Additionally, the incorporation of landscape screening would substantially minimize visual impacts to surrounding area. The proposed design features and landscape screening would result in the project having less than significant aesthetic impacts.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* ***No Impact.*** No scenic resources, including trees, rock outcroppings or historic buildings are situated on-site. In addition, the project site is not situated within a state designated scenic highway. Impacts are not anticipated in this regard.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***No Impact.*** The proposed project would visually improve the image of the site. The site currently exists with unfinished walls, and this development would aesthetically improve the site and area.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***No Impact.*** The proposed project would create no new significant lighting source. The Oceanside Zoning Ordinance requires that all lighting use shielded luminaries with glare control to prevent light spillover onto adjacent areas. The proposed lighting would consist of low luminaries and would be constructed with shields as per the light pollution requirements.

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

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* ***No Impact.*** The project site and surrounding land uses are designated as "Urban and Built-Up Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program (DOC 2018). Therefore, the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* ***No Impact.*** The proposed project is zoned Community Commercial (CC) which allows offices and commercial uses; agricultural designations do not occur within the project area and no Williamson Act contracts apply. Therefore, implementation of the project would not result in any conflicts with existing zoning for agricultural use or a Williamson Act Contract. No impacts are anticipated in this regard.

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 site is not zoned for forest land, a timberland nor *Timberland Production*.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?* ***No Impact.*** The project site contains no forest land and thus would not result in the 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?* ***No Impact.*** As previously stated, the proposed project area is not located within an agricultural area. Thus, implementation of this project would not result in changes in the environment, which would result in the conversion of farmland to non-agricultural use. No impacts are anticipated in this regard.

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.3 AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☒
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a) Conflict with or obstruct implementation of the applicable air quality plan? ***No Impact.*** The project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego Air Pollution Control Board (SDAPCD). A consistency determination is important in local agency project review by comparing local planning projects to the Regional Air Quality Strategy (RAQS) in several ways. It fulfills the California Environmental Quality Act's (CEQA) goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended general plan elements, specific plans and significantly unique projects need to go under a consistency review due to the RAQS being based on projections from local general plans. Therefore, the project is consistent with the local general plan, because it would not create significant air quality impacts and the project is consistent with the air quality-related regional plan. The proposed project is consistent with the goals of the City of Oceanside General Plan and would not produce long-term significant quantities of criteria pollutants or violate ambient air quality standards, the proposed project is considered to be consistent with the RAQS and a more detailed consistency analysis is not warranted.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***No Impact.*** The South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook contains screening tables to provide guidance to local governments regarding the various types/amounts of land uses which may exceed state or federal air quality standards and would, therefore, result in potentially significant air quality impacts. Two different screening significance thresholds are provided and include: 1) construction thresholds; and 2) operation thresholds. The construction and operations significance thresholds, as applicable to the proposed project, are discussed below. If the use proposes development in excess of the screening threshold, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

CONSTRUCTION EMISSIONS

Short-term minor impacts associated with the demolition and construction phases may result in local nuisances associated with increased dust/particulate levels. Construction activities would result in

criteria pollutant emissions from stationary and mobile equipment, including material delivery trucks and worker vehicles to and from the project site. This would be a temporary construction impact, which would exist on a short-term basis during construction and would cease upon completion of construction. Adherence to standard dust control procedures would reduce potential construction-related air quality impacts to less than significant levels. Temporary construction related air quality impacts would include:

- ❖ Particulate (fugitive dust and PM_{10}) emissions from clearing and grading activities on-site;
- ❖ Off-site air pollutant emissions at the power plant(s) serving the site, while temporary power lines are needed to operate construction equipment and provide lighting;
- ❖ Exhaust emissions and potential odors from the construction equipment used on-site as well as the vehicles used to transport materials to and from the site; and
- ❖ Exhaust emissions from the motor vehicles of the construction crew.

Construction emissions (PM_{10}, ROG, and NO_x) are estimated for the following types of emissions:

- ❖ Site grading equipment exhaust and fugitive dust;
- ❖ Demolition;
- ❖ Asphalt paving;
- ❖ Stationary equipment; and
- ❖ Mobile equipment

Due to the relatively limited scale of construction required for the proposed project, construction related emissions will not exceed SDAPCD threshold criteria for significant air quality impacts (refer to Table 3.1 & Table 3.2 below).

Table 3.1 SDAPCD Construction Emission Thresholds

Pollutant	Construction Emissions Threshold	
	Quarterly	Daily
Reactive Organic Compounds	2.5 tons	75 pounds
Nitrogen Oxides	2.5 tons	100 pounds
Carbon Monoxide	24.75 tons	550 pounds
Fine Particulate Matter	6.75 tons	150 pounds

Table 3.2 Daily Construction Emissions

Pollutant	Total Project Emissions	SDAPCD Thresholds (lbs./day)	Threshold Exceeded? Yes/No
Carbon Monoxide (CO)	7.1	550	No
Reactive Organic Gases (ROG)	5.6	75	No
Nitrogen Oxides (NO_x)	4.6	100	No

Table 3.2 Daily Construction Emissions

Pollutant	Total Project Emissions	SDAPCD Thresholds (lbs./day)	Threshold Exceeded? Yes/No
Fine Particulate Matter (PM_{10})	0.3	150	No

Notes:

Emissions calculated using CalEEMod 2022.1 as recommended by CARB and SDAPCD.

Calculations include emissions from numerous sources including: site grading, construction worker trips, stationary equipment, diesel mobile equipment, truck trips, and asphalt off gassing.

Based on this analysis, project construction will not exceed RAQS thresholds and therefore, will not violate state or federal air quality standards or contribute to an existing air quality violation in the air basin as only minor amounts of earth movement is proposed. However, in order to further reduce construction equipment operational emissions, all vehicles and construction equipment would be required to be equipped with state-mandated emission control devices. Therefore, project implementation would not result in locally elevated levels of regulated air emissions in close proximity to sensitive receptors.

LONG-TERM OPERATIONAL EMISSIONS

Long-term air quality impacts consist of mobile source emissions generated from project-related traffic and stationary source emissions (generated directly from on-site activities and from the electricity and natural gas consumed). Following construction, the proposed project would not generate any stationary emissions or vehicular trips and would generate insignificant and infrequent mobile emissions associated with periodic maintenance and monitoring activities. Therefore, long-term emissions are not anticipated. Due to the nature of the project, project-generated emissions from both construction activities and operations would not result in significant air quality impacts on a local or regional basis since state or federal air quality thresholds or standards would not be exceeded.

c) *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* ***No Impact.*** Refer to Responses a) and b) of Section 14.3, above.

d) *Expose sensitive receptors to substantial pollutant concentrations?* ***No Impact****.* Sensitive populations (i.e., children, senior citizens and acutely or chronically ill people) are more susceptible to the effects of air pollution than are the general population. Land uses considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. There are no sensitive receptors in proximity to the project site. Although construction and operation of the project would temporarily increase vehicle trips on area roadways and result in associated air pollutants, these increases would not significantly contribute to pollution levels.

e) *Create objectionable odors affecting a substantial number of people?* ***No Impact.*** The proposed project would not create objectionable odors affecting a substantial number of people. No malodorous substances will be used.

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.4 BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, CDFW or the U.S. Fish and Wildlife Service, USFWS?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game, CDFW or the U.S. Fish and Wildlife Service USFWS?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game Wildlife or the US Fish and Wildlife Service? ***Potentially Significant Unless Mitigated.*** The area of project impact would essentially be that area previously disturbed by previous site construction. Therefore, the proposed project would not have an 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 the U.S. Fish and Wildlife Service.

Based on the guidelines of the disturbed land and the annual grassland/non-native grassland (NNG), the subject property is a graded construction site and has disturbed land in the size of 0.59 acres, even though it is largely devoid of vegetation. These areas are mowed and/or disked on a regular basis for weed abatement/fire safety purposes. The size of Annual grassland/Non-Native Grassland is determined to be 0.06 acres, 10% of the disturbed land. Annual grassland, consisting primarily of Bermuda grass (*Cynodon dactylon*) and bromes (*Bromus spp*.), is highly degraded and largely dominated by fennel (*Foeniculum vulgare*) and mustards (*Brassica spp*.).. In accordance with the Wildlife Agencies recommendation on the Draft Initial Study published in 2018, all 0.59 acres of impacts will be mitigated for the loss of NNG.

Per the mitigation standards established by Table 5-2, “Mitigation Standards for Impacts to Natural Vegetation and Habitat” of the SAP, the project would be required to provide 0.30 acres of annual grassland mitigation (0.5 x 0.60 acres = 0.30 acres). The property is wholly situated within the “Offsite

Mitigation Zone," and Section 5.3.4 (Offsite Mitigation Zone) of the SAP states that impacts within this zone must be mitigated within the Wildlife Corridor Planning Zone (WCPZ) or Pre-approved Mitigation Areas (PAMAs); but onsite mitigation credit may be allowed elsewhere subject to approval from the Wildlife Agencies.

With implementation of **MM-BIO-1**, impacts to NNG would be less than significant.

Mitigation Measure MM BIO-1. Prior to issuance of the project's grading permit, the applicant will fully mitigate the loss of the non-native grassland by negotiating the purchase of the remaining available credits within the Wildlife Corridor Planning Zone (WCPZ) or Pre-approved Mitigation Areas (PAMAs), and any additional credits (if needed) at another authorized mitigation bank for a total of 0.30 acres.

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 (CDFW) or U.S. Fish and Wildlife Service?* ***No Impact.*** According to the Biological Resources Report the site does not contain any federal or state jurisdictional areas. The proposed project would have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations, or by the California Department of Fish and Wildlife, or the U.S. Fish and Wildlife Service. The project site is void of sensitive habitat. Thus, no impacts to riparian habitat or sensitive natural communities are anticipated. There is no riparian habitat on site.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* ***No Impact.*** No wetlands, as defined by Section 404 of the Clean Water Act, exist or have been identified on-site or immediately adjoining the site. Therefore, the project would not result in impacts to wetlands.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* ***No Impact.*** The property is a previously graded and partially constructed site. Project implementation would not interfere with the movement of any native resident or migratory fish or wildlife species, with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, as none exist within the project area.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* ***No Impact.*** The project site is surrounded by developed suburban or urban land uses and ornamental vegetation. Any ornamental vegetation removed during construction will be re-established per the landscaping ordinance upon completion of construction.

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**? Less than Significant Impact**. The project area is situated within the Wildlife Corridor Planning Zone (Section 5.3.1.1) of the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan/Multiple Habitat Conservation Plan area (MHCP). All projects within the City that may impact biological resources are required to implement the minimization measures and Best Management Practices (BMPs) identified in Section 5.2.8 of the SAP including, but not limited to conducting a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area.

With implementation of MM BIO-1, conditioning the project to grant a conservation easement over the 25 foot buffer west of the SDG&E Utility easement, and implementation of the minimization measures and BMPs in Section 5.2.8 of the SAP, the proposed project would be consistent with and would not

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

.	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in15064.5 of CEQA?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 of CEQA?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5 of CEQA? ***No Impact.*** The project site has been completely disturbed by the authorized grading for the previous motel project. Based on Appendix G of the state CEQA Guidelines, and the policies and regulations of the City of Oceanside, the project site and immediate surrounding areas are not designated as archaeological or historically sensitive areas.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 of CEQA? ***No Impact.*** Refer to Response a, immediately above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***No Impact***. Due to the project site's location, on a previously graded site and the extensive disturbance from this grading, there is no potential for sub-surface paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries? ***No Impact.*** Due to the project site location and the extensive disturbance from grading, which has occurred on the property, there is no potential for sub-surface resources. The entire site has previously been graded (disturbed to depth) under a dually authorized grading permit. No significant archaeological including funerary, paleontological, and geological features were found during the previously site grading work.

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

a) 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 could potentially impact energy resources during construction and operation. Potentially-impacted energy resources include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts with a focus on minimizing or eliminating inefficient, wasteful, and unnecessary energy consumption.

Electricity is a is a man-made resource that is produced by the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Electricity is delivered to consumers through a network of transmission and distribution lines commonly called a power grid. Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source for electricity generation, cooking, water heating, space heating, industrial processes and as a transportation fuel. Petroleum-based fuels are the source of the majority of transportation energy usage in California. However, efforts for developing strategies to reduce petroleum use are ongoing in the state. California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector and reduce vehicle miles traveled (VMT). As a result, consumption of petroleum-based fuels in California has declined.

CONSTRUCTION ELECTRICITY USAGE

Construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

CONSTRUCTION NATURAL GAS USAGE

Construction at the proposed project is expected to consume zero or negligible amounts of natural gas to support construction activities. As a result, construction will not produce a demand for natural gas.

CONSTRUCTION TRANSPORTATION ENERGY USAGE

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The petroleum consumed during Project construction would be typical of similar projects and would not require the use of new petroleum resources beyond those typically consumed in California annually for construction activities. Based on these considerations, construction of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the impact would be less than significant.

b) *Conflict with or obstruct a state or local plan for renewable energy efficiency?* ***Less than Significant Impact.*** Several levels of government have implemented regulatory programs in response to reducing GHG emissions, which consequently serve to increase energy efficiency. State agencies, including CARB, California Energy Commission, California Public Utilities Commission, CalRecycle, Caltrans, and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are beyond the ability of any future development to implement and are implemented at the utility provider or the manufacturer level.

The City adopted a Climate Action Plan (CAP) in 2019 that includes measures to reduce energy use (City 2019). The proposed project's inclusion of a wastewater reclamation system, a storm water reclamation system, modern and water-saving equipment, solar photovoltaic systems, artificial turf grass and drought resistant landscaping ensure its consistency with the City's CAP. Specifically, CAP measures W-1, Implementation of the Water Conservation Master Plan, and E-2, Solar Photovoltaic Promotion Program. The project would reduce water use through its wastewater replacement system and produce renewable solar energy for on-site use consistent with these CAP measures.

In addition, the proposed restroom, trash, and vacuum storage building, and the monitoring room of the project would be required to comply with Title 24 and 2019 CAL Green standards, which would ensure the project employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills. The car wash tunnel equipment would also be required to meet the latest industry standards, including the applicable energy efficiency standards.

Therefore, impacts to a state or local plan for renewable energy efficiency would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.7 GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving	☐	☐	☒	☐
(i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or,	☐	☐	☒	☐
(ii) strong seismic ground shaking?; or,	☐	☐	☒	☐
(iii) seismic-related ground failure, including liquefaction?; or,	☐	☐	☒	☐
(iv) landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial 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?	☐	☐	☐	☒

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (Revised 2018). ***Less Than Significant Impact.*** The Project site is located within the seismically active southern California region and would likely be subjected to ground shaking, thus exposing proposed water transmission and storage facilities to seismic hazards. No known active seismic faults traverse the City of Oceanside. In addition, the Project site is not located with a mapped Alquist Priolo Earthquake Fault Zone. Impacts are not anticipated to be significant.

ii) Strong seismic ground shaking? ***Less Than Significant Impact.*** Southern California is a seismically active region likely to experience, on average, one earthquake of Magnitude 7.0, and ten (10) earthquakes of Magnitude 6.0 over a period of 10 years. Active faults are those faults that are considered likely to undergo renewed movement within a period of concern to humans. These include faults that are currently slipping, those that display earthquake activity, and those that have historical surface rupture. The California Geological Survey (CGS) defines active faults as those which have had surface displacement within Holocene times (about the last 11,000 years). Such displacement can be recognized by the existence of sharp cliffs in young alluvium, un-weathered terraces, and offset modern stream courses. Potentially active faults are those believed to have generated earthquakes during the Quaternary period, but prior to Holocene times.

There are several active and potentially active fault zones that could affect the Project site. The faults within these zones include the Newport-Inglewood, Whittier, San Andreas, San Jacinto, Malibu-Coast-Raymond, Palos Verdes, San Gabriel, and Sierra Madre-Santa Susana-Cucamonga faults. The proposed project would be required to be in conformance with the Uniform Building Code (UBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable standards. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to less than significant levels.

iii) Seismic-related ground failure, including liquefaction? ***Less Than Significant Impact.*** Liquefaction is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, and relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. According to the City of Oceanside General Plan, dated June 2002, the project area is not susceptible to liquefaction hazards.

iv) Landslides? ***Less Than Significant Impact.*** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. However, according to the City of Oceanside General Plan, the project site is not located within a known or highly suspected landslide area. Further, site stabilization and soil compaction requirements required by the project geotechnical investigation and design parameters established by the most recently adopted Uniform Building Code and the City of Oceanside Seismic Hazard Mitigation Ordinance would reduce any potential impacts to less than significant levels.

b) Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.*** Grading and trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion effects during the construction phase of the proposed project would be prevented through required implementation of a Storm Water Pollution Prevention Plan (SWPPP), compliance with the National Pollutant Discharge Elimination System permit, and incorporation of best management practices (BMPs) intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and offsite erosion. A SWPPP is required by the City during plan review and approval of proposed project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction operations would remain below a level of significance.

In addition, appropriate erosion control measures would be taken at all times per the BMP's outlined in the Preliminary Stormwater Management Plan (Appendix I). Thus, with implementation of the SWPPP, the Final Stormwater Management Plan, and compliance with the City's Grading Ordinance (City of Oceanside 1992), impacts relating to soil erosion and loss of topsoil would be less than significant

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ***Less Than Significant Impact.*** No water extractions or similar practices are anticipated to be necessary that are typically associated with project-related subsidence effects. In addition, surface material, which would be disrupted/displaced, would be balanced and re-compacted on-site during project construction. Adherence to standard engineering practices would result in less than significant impacts related to subsidence of the land. Refer to Response a, above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property? ***Less Than Significant Impact.*** The dominant soil association in the project area is well cemented sandstones and clay stones characterized as having medium expansion potential. Further, adherence to standard engineering practices contained within the most recent Uniform Building Code will reduce any potential impacts to less than significant levels.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***No Impact.*** The proposed project does not include the implementation of septic tanks or alternative wastewater disposal systems.

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

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less Than Significant Impact.*** There is only a limited amount of gas emission from this facility, as explained in the section below.

Greenhouse Gas Emission is a global issue described here in the context of the cumulative environment. Therefore, the project is considered in the context of multiple sectors and the combined efforts of many industries, including development. Neither the State of California nor the SDAPCD has adopted emission-based thresholds for greenhouse gas (GHG) emissions under CEQA. The Governor's Office of Planning and Research (OPR) Technical Advisory, CEQA and Climate Change. Addressing Climate Change through California Environmental Quality Act (CEQA) Review, states:

Public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact. (OPR 2008, page 4)

Furthermore, the advisory document indicates (third bullet item, page 6):
In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a "significant impact," individual lead agencies may undertake a project by-project analysis, consistent with available guidance and current CEQA practice.

On December 5, 2008, the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 metric tons (MT) of CO2e/year. In September 2010, the Working Group released revisions that recommended a threshold of 3,500 MT CO2e for residential projects. This 3,500 MT/year recommendation has been used as a guideline for this analysis because neither the City nor the San Diego Air Pollution Control District (SDAPCD) has adopted thresholds for analysis of GHGs.

Global warming potentials (GWPs) are used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPS are based on the radiative efficiency (heat-absorbing ability) of each gas relative to that of carbon dioxide (CO2). The GWP provides a construct for converting emissions of various gases into a common measure, which allows climate analysts to aggregate the radiative impacts of various GHGs into a uniform measure denominated in carbon or CO2 equivalents (CO2e). The primary GHG generated by the project would be carbon dioxide. The following analysis represents an estimate of the project's GHG emissions through the quantification of carbon dioxide emissions. Carbon dioxide emissions account for approximately 84 percent of the State's total GHG emissions in 2004. Methane and nitrous oxide accounted for 5.7 and 6.8 percent, respectively. Therefore, the estimation of CO2, methane (CH4), and nitrous oxide (N2O) from the most important construction and operation-related sources is illustrative of much of the project's contribution to GHG emissions. The following analysis represents an estimate of the project's GHG emissions through the quantification of carbon dioxide emissions.

Construction Emissions: Construction activities produce combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod (Version 2013.2.2). CalEEMod is a statewide land use emission 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 quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The GHG mitigation measures were recently developed and adopted by the California Air Pollution Control Officers Association (CAPCOA).

Table 3.3 shows the project's GHG emissions during the two major phases of Dolphin Green Carwash development and operation. The tables which are developed by the model are divided into unmitigated and mitigated where appropriate. Summary tables generated by the model are included in their totality. The resultant tables are of gasses in tons and the values are in the range of .01 to .001. That means the range is 20 pounds to 0.2 pounds. Standards are in the range of whole tons or more.

Table 3.3 Regional GHG Construction Emissions - Dolphin Green Carwash

Dolphin Green Carwash

San Diego County APCD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	st PM10	st PM2.5	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	4	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	2	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	1	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	8	No Change	0.00

Construction Unmitigated

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	8.30000E-004	5.46000E-003	4.67000E-003	1.00000E-005	4.30000E-004	4.30000E-004	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/Industrial Saws	3.49000E-003	2.55700E-002	2.24900E-002	4.00000E-005	1.84000E-003	1.84000E-003	0.00000E+000	3.22594E+000	3.22594E+000	2.80000E-004	0.00000E+000	3.23190E+000
Cranes	1.62000E-002	1.92320E-001	6.89100E-002	1.40000E-004	8.57000E-003	7.89000E-003	0.00000E+000	1.30915E+001	1.30915E+001	4.01000E-003	0.00000E+000	1.31758E+001
Forklifts	1.58200E-002	1.36980E-001	9.36800E-002	1.10000E-004	1.13000E-002	1.04000E-002	0.00000E+000	1.06314E+001	1.06314E+001	3.26000E-003	0.00000E+000	1.06998E+001
Graders	4.80000E-004	4.82000E-003	2.42000E-003	0.00000E+000	2.70000E-004	2.50000E-004	0.00000E+000	2.89210E-001	2.89210E-001	9.00000E-005	0.00000E+000	2.91070E-001
Pavers	7.90000E-004	8.82000E-003	6.20000E-003	1.00000E-005	4.30000E-004	4.00000E-004	0.00000E+000	9.16850E-001	9.16850E-001	2.80000E-004	0.00000E+000	9.22750E-001
Rollers	6.80000E-004	6.35000E-003	4.36000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	8.90000E-004	9.89000E-003	7.46000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	6.19160E-001	6.19160E-001	1.90000E-004	0.00000E+000	6.23140E-001
Tractors/Loaders/Backhoes	3.53800E-002	3.39960E-001	2.67360E-001	3.50000E-004	2.55700E-002	2.35200E-002	0.00000E+000	3.22470E+001	3.22470E+001	9.88000E-003	0.00000E+000	3.24545E+001

Construction Mitigated

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	8.30000E-004	5.46000E-003	4.67000E-003	1.00000E-005	4.30000E-004	4.30000E-004	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/Industrial Saws	3.49000E-003	2.55700E-002	2.24900E-002	4.00000E-005	1.84000E-003	1.84000E-003	0.00000E+000	3.22593E+000	3.22593E+000	2.80000E-004	0.00000E+000	3.23189E+000
Cranes	1.62000E-002	1.92320E-001	6.89100E-002	1.40000E-004	8.57000E-003	7.89000E-003	0.00000E+000	1.30915E+001	1.30915E+001	4.01000E-003	0.00000E+000	1.31758E+001
Forklifts	1.58200E-002	1.36980E-001	9.36800E-002	1.10000E-004	1.13000E-002	1.04000E-002	0.00000E+000	1.06314E+001	1.06314E+001	3.26000E-003	0.00000E+000	1.06998E+001
Graders	4.80000E-004	4.82000E-003	2.42000E-003	0.00000E+000	2.70000E-004	2.50000E-004	0.00000E+000	2.89210E-001	2.89210E-001	9.00000E-005	0.00000E+000	2.91070E-001
Pavers	7.90000E-004	8.82000E-003	6.20000E-003	1.00000E-005	4.30000E-004	4.00000E-004	0.00000E+000	9.16850E-001	9.16850E-001	2.80000E-004	0.00000E+000	9.22750E-001
Rollers	6.80000E-004	6.35000E-003	4.35000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	8.90000E-004	9.89000E-003	7.46000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	6.19160E-001	6.19160E-001	1.90000E-004	0.00000E+000	6.23140E-001
Tractors/Loaders/Backhoes	3.53800E-002	3.39960E-001	2.67360E-001	3.50000E-004	2.55700E-002	2.35200E-002	0.00000E+000	3.22470E+001	3.22470E+001	9.88000E-003	0.00000E+000	3.24544E+001

Table 3.3 Regional GHG Construction Emissions - Dolphin Green Carwash

Percent Reduction

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.09987E-006	3.09987E-006	0.00000E+000	0.00000E+000	3.09416E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.52770E-006	1.52770E-006	0.00000E+000	0.00000E+000	7.58969E-007
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.88122E-006	1.88122E-006	0.00000E+000	0.00000E+000	9.34597E-007
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	2.29358E-003	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.30320E-007	9.30320E-007	0.00000E+000	0.00000E+000	1.23250E-006

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	st PM10	st PM2.5	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 3.3 Regional GHG Construction Emissions - Dolphin Green Carwash

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing Parking Policy Pricing	On-street Market Pricing Parking Policy Pricing Subtotal	0.00 0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program		0.00		
No	Commute	Transit Subsidy		0.00		
No	Commute	Implement Employee Parking "Cash Out"		0.00		
No	Commute	Workplace Parking Charge				
Yes	Commute	Encourage Telecommuting and Alternative Work Schedules	0.22	0.22		
No	Commute	Market Commute Trip Reduction Option	0.00	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00	0.00	2.00	
No	Commute	Provide Ride Sharing Program		0.00		
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00	0.00		
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
Yes	No Hearth	
Yes	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	250.00
No	Use Low VOC Paint (Residential Exterior)	250.00
No	Use Low VOC Paint (Non-residential Interior)	250.00
No	Use Low VOC Paint (Non-residential Exterior)	250.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Table 3.3 Regional GHG Construction Emissions - Dolphin Green Carwash

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24	0.00	
Yes	Install High Efficiency Lighting	100.00	
No	On-site Renewable	0.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		0.20
DishWasher	Bank (with Drive-Through)	0.20
Fan	Bank (with Drive-Through)	20.00
Refrigerator		100.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	75.00	0.00
Yes	Use Reclaimed Water	75.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	
Yes	Water Efficient Landscape	700.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	50.00

The project's total GHG emissions would not exceed the interim numerical standard of 3,500 MT of CO2e/year. Therefore, the project's contribution to cumulative GHG emissions would be less than significant. No mitigation is required.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* ***Less Than Significant Impact.*** The City currently does not have an adopted plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases.

CARB Early Action Measures: The measures identified in the Proposed Early Actions to Mitigate Climate Change in California document will become part of the State's comprehensive strategy for

achieving GHG reductions under Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32) (CARB 007).

By January 1, 2009, the CARB was to have designed and adopted an overall plan to reduce GHG emissions to 1990 levels. By January 1, 2011, the CARB was to have adopted the necessary regulations to implement that plan. Implementation begins no later than January 1, 2012, and the emissions reduction target must be fully achieved by January 1, 2020. As part of this comprehensive effort, the CARB is empowered to use traditional command and control methods and to adopt and implement market-based compliance mechanisms, provided certain criteria are met. The proposed project complies with all the applicable CARB Early Action Strategies. In addition, the impacts on climate change of a project of this size, considered in isolation, would be analytically indistinguishable from the background. For these reasons, the project-specific incremental contribution to climate change at the project level is less than significant.

Strategy Project Compliance Energy Efficiency Measures Energy Efficiency. Maximize energy efficiency building and appliance Compliant for the proposed project:

Strategy Project Compliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). Renewables Portfolio Standard. Achieve a 33 percent renewable energy mix statewide. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. will comply with the updated Title 24 standards, including the new 2013 California Building Code (CBC), for building construction. The proposed project would reduce energy use and the subsequent increase of GHG emissions through the installation of energy-efficient building control systems and equipment including, but not limited to, Energy Star appliances, programmable thermostats, and tankless water heaters. Reductions of direct GHG emissions would be achieved through the use of low-VOC sealers and paints during the construction process. Implementation of these green design features would help the proposed project reduce its carbon footprint. Water Conservation and Efficiency Measures Water Use Efficiency. Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. Compliant. The project would be required to comply with City Ordinance No. 91-15 for water conservation, which requires installation of an on-site water reclamation system. Solid Waste Reduction Measures Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste. Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long-term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary. Compliant. The proposed project site plan design includes a recyclables collection area, which will promote waste diversion and recovery of recyclable materials.

The proposed project would comply with Greenhouse Gas Emission Reduction Strategies. Additionally, construction will comply with the 2013 edition of the California Building Codes, including the California Green Building Standards, and Chapter 39 of the Oceanside Code of Ordinances. Compliance with the identified market-based mechanisms would allow the proposed project to be consistent with greenhouse gas reduction measures of the State. Therefore, impacts in this regard would be less than significant and no mitigation is required.

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

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***No Impact.*** The proposed project would not involve the routine transport, use, or disposal of hazardous materials, and would not result in such impact.

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? ***No Impact.*** The proposed project is not anticipated to result in a release of hazardous materials into the environment. However, during the short-term period of project construction, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The contractor will be required to use standard construction

controls and safety procedures which would avoid and minimize the potential for accidental release of such substances 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?* ***No Impact.*** No existing or proposed school facilities are located within a one-quarter mile radius of the project site.

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?* ***No Impact.*** According to the *Preliminary Hazardous Materials Assessment*, the proposed project site is not included on a list of sites containing hazardous materials and would not result in a significant hazard to the public or to 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 for people residing or working in the project area?* ***No Impact.*** The proposed project site is not located within an airport land use plan or within two miles of a public airport and would not result in a safety hazard for people residing or working in the project area.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?* ***No Impact.*** The proposed project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* ***No Impact.*** The proposed project would have no impacts on emergency response plans or emergency evacuation plans. No revisions to adopted emergency plans would be required as a result of the proposed project.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* ***No Impact.*** The project would not expose people or structures to a significant risk of wildland fires because the project site does not adjoin OFD-designated wildland areas.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
k. Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	☐	☐	☐	☒
l. Result in significant alternation of receiving water quality during or following construction?	☐	☐	☐	☒
m. Could the proposed project result in increased erosion downstream?	☐	☐	☐	☒
n. Result in increased impervious surfaces and associated increased runoff?	☐	☐	☐	☒
o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
p. Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☐	☐	☐	☒
q. Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	☐	☐	☐	☒
r. Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	☐	☐	☐	☒
s. Have a potentially significant adverse impact on groundwater quality?	☐	☐	☐	☒
t. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☐	☐	☐	☒
u. Impact aquatic, wetland, or riparian habitat?	☐	☐	☐	☒
v. Potentially impact stormwater runoff from construction or post construction?	☐	☐	☐	☒
w. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	☐	☐	☐	☒
x. Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	☐	☐	☐	☒
y. Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	☐	☐	☐	☒
z. Create significant increases in erosion of the project site or surrounding areas?	☐	☐	☐	☒

a) Violate any water quality standards or waste discharge requirements? ***Less Than Significant Impact Unless Mitigated.*** A Preliminary Storm Water Quality Management Plan (SWQMP) was prepared for the proposed project by LLR Engineering, Inc. (June 2018) and is included as Appendix I of this document. It is intended to meet the permit requirements of the San Diego Regional Water Quality Control Board. Further, the proposed project will be required to comply with the National Pollutant Discharge Elimination System State Water Resources Control Board Construction General Permit Order No. 2009-0009 - DWQ for stormwater discharges and general construction activities, and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and various stormwater BMPs such as filtration media screens. In compliance with the Construction General Permit, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared that specifies BMPs that would be implemented during construction to minimize impacts to water quality.

With implementation of the proposed project, 46% of the currently undeveloped 1.28-acre site (0.6-acres) would be developed with impervious surfaces (LLR, 2018). Runoff from proposed impervious areas will be collected at the driveway trench drain and conveyed into underground stormwater detention module tank for storage and reuse in the operation of the new car wash as well as for site landscaping (LLR, 2018). The detained volume will be pumped into the car wash filtration facility for use in the car washing process and an additional pump discharge line will be installed for landscape irrigation use.

Additionally, the Preliminary SWQMP incorporates several BMPs to meet the storm water pollutant control performance standards and provide, during project operations, water quality treatment standards consistent with the Regional Permit's standards. In order to ensure compliance with all applicable provisions of the Regional Board's permit requirements which would provide that any water quality impacts of the project are sufficiently addressed, the following MM WQ-1 is necessary. Implementation of MM WQ-1 would reduce impacts to below a level of significance.

Mitigation Measures:

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

MM WQ 2 Storm Water Pollution Prevention Plan. The Storm Water Pollution Prevention Plan (SWPPP) shall emphasize structural and non-structural Best Management Practices (BMPs) in compliance with NPDES Program requirements. Specific measures shall include:

- Siltation of drainage devices shall be handled through a maintenance program to remove silt/dirt from channels and parking areas.
- Surplus or waste material from construction shall not be placed in drainage ways or within the 100-year floodplain of surface waters.
- All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner to eliminate any discharge to waters of the State.
- During construction, temporary gravel dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- Stabilizing agents such as straw, wood chips and/or soil sealant/dust palliative shall be used during the interim period after grading in order to strengthen exposed soil until permanent solutions are implemented.
- Revegetated areas shall be continually maintained in order to assure adequate growth and root development.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* ***Less Than Significant Impact.*** The project would not have the potential to substantially deplete groundwater supplies nor interfere with groundwater recharge. The proposed project does not include the use of groundwater for construction or operation and the project-related increase in impervious surfaces (less than one-acre) would be de minimis. The project would not have the capacity to increase the amount of water

consumed regionally through increased withdrawals from groundwater sources. No significant impacts are anticipated to occur.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* ***Less Than Significant Impact.*** Alteration of absorption rates is not considered significant, due to a less than significant replacement ratio of vacant land with impermeable surfaces. No significant changes in drainage patterns associated with the proposed project are anticipated to occur.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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.*** Refer to Response (c), immediately above.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* ***No Impact.*** Construction of proposed improvements may result in reducing the amount of runoff. The project will collect the storm water from parking lots, roofs and landscaping areas into an underground storage tank and uses it for car washing.

f) *Otherwise substantially degrade water quality?* ***No Impact.*** Discharge from the proposed project through storm water facilities would consist of non-point sources. Storm water quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, and careless material storage and handling. Majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period. However, due to the nature of the proposed storm water reclamation system with an underground water storage tank, the storm water will be stored and used for car washing. The run-off of storm water from the project is greatly reduced.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?* ***No Impact.*** The proposed project area is not located within a 100-year flood hazard area. Therefore, no flood related impacts would occur.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* ***No Impact.*** The project site is not located within a 100-year flood hazard area. Refer to Responses c and d above, for additional discussion.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?* ***Less Than Significant Impact.*** As previously stated, the project does not propose any new housing or building structures within the 100-year flood plain. However, as previously mentioned above, under Section 4.7, *Geology and* Soils) the project area could be subject to ground shaking from various earthquakes due to its proximity to the various fault zones. Ground shaking during a major earthquake on any of the regionally active or potentially active faults may cause damage to the proposed reservoir, resulting in temporary loss of fire flow pressure, and/or nominal downstream flooding. However, the volume of water released during a rupture of the reservoir would be accommodated by the natural drainage swale which drains the project site and would not result in damage to residences in the vicinity. Adherence with the current UBC design criteria relative to seismic events would reduce impacts to less than significant levels.

j) *Inundation by seiche, tsunami, or mudflow?* ***No Impact.*** There are no anticipated impacts to the proposed project from seiche, tsunami or mudflow, as no topographical features or water bodies capable of producing such events occur within the project site vicinity.

k) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)? ***No Impact.*** It is not anticipated to discharge pollutants to receiving waters.

l) Result in significant alternation of receiving water quality during or following construction? ***No Impact.*** During constriction, erosion control will be provided on-site to protect water quality. Operation is not anticipated to result in any water quality impacts.

m) Could the proposed project result in increased erosion downstream? ***No Impact.*** Given the project's limited size and limited impervious surface, the project would produce a relatively low volume of storm water runoff that would not result in increased downstream erosion.

n) Result in increased impervious surfaces and associated increased runoff? ***No Impact.*** The increase in impervious surface and associated runoff is below the significance threshold established by the city for determining a significant impact.

o) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes? ***No Impact.*** The project does not include mass site grading or substantial changes in project site drainage that would alter drainage patterns or increase runoff flow rates or volumes.

p) Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired? ***No Impact.*** The project site does not adjoin or discharge directly into a Federally-listed water body.

q) Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions? ***No Impact.*** See Response to (p) immediately above.

r) Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters? ***No Impact.*** The project would not discharge directly into surface waters nor involve operational characteristics that would result in pollutant discharges into such waters including pesticides, herbicides, fertilizers and similar chemicals.

s) Have a potentially significant adverse impact on groundwater quality? ***No Impact.*** The project site does not involve excavation, drilling, or cuts that could intercept or affect groundwater, and does not involve sub-surface fuel tanks or similar features that could affect groundwater.

t) Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? ***No Impact.*** The proposed project will not result in any violation of applicable water quality standards established by the Clean Water Act and implemented by the San Diego Regional Water Quality Control Board (RWQCB) through the regional National Pollution Discharge Elimination System (NPDES) permit.

u) Impact aquatic, wetland, or riparian habitat? ***No Impact.*** Due to collecting the storm water into an underground tank for using in a car wash, the polluted storm water will not go into aquatic, wetland or riparian habitat.

v) Potentially impact storm water runoff from construction or post construction? ***No Impact.*** Erosion control and mitigation measures will prevent water run-off during the construction phase. The storm water will be collected into an underground tank for reuse after the construction.

w) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? ***No Impact.***

The waste collection bins will be stored under a roof to prevent washing down by rain water. Car washing is within a controlled tunnel building and any residual waste water is discharged into the city sewer.

x) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? ***No Impact.*** The storm water will be collected in a storage tank for car washing and any residual waste water will be discharged to the sewer system.

y) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm? ***No Impact.*** The project will neither increase the volume nor the velocity of stormwater flows, nor indirectly contribute to such impacts as a result of project implementation.

z) Create significant increases in erosion of the project site or surrounding areas? ***No Impact.*** The project will not create significant increases in erosion of the project or surrounding areas.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.11 LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Physically divide an established community? ***No Impact.*** The proposed project will not have an impact on the physical arrangement of an established community. Therefore, no impacts are anticipated to occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ***No Impact.*** The proposed project is consistent with the Oceanside General Plan Land Use Element designation for the project site and with the 1992 Oceanside Zoning Map designation of the property. The proposed car wash is permitted with the approval of a CUP, and the impacts from the proposed car wash would be minimal to none due to the operations. Therefore, no impacts would occur in this regard.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* ***No Impact.*** As in Response 14.4.f above, it is concluded that the project would not conflict with any habitat conservation plan.

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ***No Impact.*** The City's General Plan and Zoning Ordinance would not permit any mineral extraction on or within the vicinity of the project site. Therefore, the project would have no impact.

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.*** There are no known mineral resources so delineated, therefore, this question does not apply.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.13 NOISE. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* ***Less than Significant Impact.*** The proposed project would create a short-term impact in terms of construction noise. Noise generated by construction and demolition equipment, including trucks, backhoes and other equipment, may temporarily impact nearby sensitive receptors. Construction noise is estimated to be approximately 92 dBA at 50 feet from the source. Pursuant to the City's Noise Ordinance standards, construction activities would be limited to daytime hours for the duration of construction. Also, all vehicles and equipment will use available noise suppression devices and be equipped with mufflers during construction activities. Due to the restricted hours, equipment restrictions, and relatively short period of construction, noise resulting from construction and demolition related activities is not considered a significant impact.

Mitigation Measures:

MM N.1 Noise sources associated with construction, repairs, remodeling, or the grading of any real property, shall be exempt from the provisions of the City's noise code if conducted from 7:00 a.m. to 6:00 p.m. on Monday through Friday, or from 8:30 a.m. to 4:30 p.m. on Saturday. Construction is prohibited at any time on Sunday or a federal holiday.

MM N.2 Equipment will use available noise suppression devices and properly maintained mufflers. Construction noise will be reduced by using quiet or "new technology," equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the Project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.

MM N.3 During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.

MM N.4 The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

MM N.5 Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.

MM N.6 Notification will be given to residences within 91 meters (300 feet) of planned construction activities thirty (30) days prior to commencement of demolition activity, and will include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will taken, and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard. However, there are no known residences within 300 feet of the commercially zoned property.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ***Less Than Significant Impact.*** The amounts of construction and demolition required for the proposed facility is not anticipated to generate excessive groundborne vibrations or noise levels. Additionally, this Project is not anticipated to include pile driving activities; therefore, ground borne vibration is not

expected to occur. Due to the temporary nature of construction activities, impacts in this regard are considered to be less than significant. Also, refer to Response 14.11.a, of this initial study, above.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ***No Impact.*** Due to the nature and scope of the proposed project a permanent increase in the ambient noise level in the project vicinity would not occur. This is ensured by the design of the modern car washing and drying equipment and the placement of this equipment within sound baffling structures.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* ***Potentially Significant Unless Mitigated.*** As noted above, the implementation of the proposed project may result in short-term increased noise levels within the project vicinity due to construction activities. This temporary condition would cease upon project completion and is subject to the City's noise mitigation guidelines and would be mitigated to below a level of significant with implementation of mitigation measures MM N-1 through MM N-6.

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 expose people residing or working in the project area to excessive noise levels?* ***No Impact.*** The proposed project is located 2.4 miles from Oceanside Airport a public or public use airport. Given this project's distance from that airport, no impacts are anticipated.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?* ***No Impact.*** The proposed project site is not located within two miles of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.14 POPULATION & HOUSING. Would the project:				
a. Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* ***Less Than Significant Impact.*** The proposed project would not induce growth through the extension or expansion of major capital infrastructure. No impacts to population and housing beyond those identified within the *City's General Plan* would occur.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* ***No Impact.*** The proposed project would not require the removal of existing

housing, and therefore would not displace existing housing nor necessitate the construction of replacement housing elsewhere.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* ***No Impact.*** The proposed project site is vacant, so this question does not apply.

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

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:

1) *Fire protection?* ***No Impact.*** Proposed project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities.

2) *Police protection?* ***No Impact.*** There are no significant impacts related to police protection or service anticipated with implementation of the proposed project.

3) *Schools?* ***No Impact.*** Implementation of the proposed project would not result in the need for the construction of additional school facilities. Therefore, no impacts in this regard will occur.

4) *Parks?* ***No Impact.*** Implementation of the proposed project will not affect any existing park facilities nor increase the demand for additional recreational facilities. Therefore, no impacts to parks are anticipated as a result of this project.

5) *Other public facilities?* ***No Impact.*** No significant impacts to other public facilities are anticipated to occur with project implementation.

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

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***No Impact.*** Implementation of the proposed project will not generate an increase in demand on existing ublic or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ***No Impact.*** Implementation of the proposed project does not include recreational facilities.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.17 TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account of all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
g. Conflict with or be inconsistent with CEQA Guidelines CEQA Guidelines §15064.3, subdivision (b).	☐	☐	☒	☐

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?* ***No Impact.*** Traffic impact analysis by a traffic engineer revealed the following analysis.

The project traffic is added to existing traffic and both street segments and intersections were evaluated to determine if there would be any level of service problems and significant direct impacts resulting from the addition of project traffic to the street system. The need for mitigation was also determined.

Existing plus project street segments level of service.

The existing plus project segment traffic volumes show that the resulting street segment levels of service when project traffic is added to existing traffic. The table shows the street segment levels of service (LOS) remain at LOS C for both segments evaluated. The traffic engineer's analysis summarizes the street standards and existing street configurations.

The analysis compared the existing, and existing-plus-project segment, levels of service to determine if the addition of project traffic results in a significant impact per regional standards. Since the level of service remains the same, i.e., C or D, there is no direct street segment impact that would require mitigation. (Analytical tables may be found in the traffic engineering study.)

Intersections

Based on the estimated trip generation, the traffic report evaluated levels of service at potentially affected intersections as follows:

- El Camino Real / Fire Mountain Dr.
- El Camino Real / Via Las Rosas
- El Camino Real / Camino Town

The intersection lane use (configuration) at these three locations is shown in the traffic engineers report. The analysis revealed that when project traffic is added to existing traffic, the levels of service remain at level C at all three locations for both the morning and evening peaks. When the existing intersection traffic was compared with the increment which would be generated by the project, it was determined

that there are no significant peak hour intersection impacts. Therefore, there are no additional impacts as a result of the project that would require mitigation. This would be expected since the car wash proponent, as a result of its approval for a motel, installed a complete intersection traffic light system.

Based on the estimated trip generation, the traffic report evaluated service levels at potentially affected intersections including the following:

- El Camino Real / Fire Mountain Dr.
- El Camino Real / Via Las Rosas
- El Camino Real / Camino Town

All project study area intersections were evaluated under three scenarios including existing condition, existing plus project, and existing plus project plus cumulative. The level of service analysis was conducted using both Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) delay method.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways? ***No Impact.*** Not applicable.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***No Impact.*** Due to the nature and scope of the proposed project, project implementation would not have the capacity to result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***No Impact.*** No public roadways are proposed as part of the project, therefore, no impacts regarding design features or incompatible uses would occur. The proposed project would use the same access point as the existing project.

e) Result in inadequate emergency access? ***No Impact.*** Adequate emergency access shall be provided during both short-term construction and long-term operation of the proposed project. Impacts resulted in inadequate emergency access are not anticipated.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ***No Impact.*** Project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation.

g) *Would the project conflict with or be inconsistent with CEQA Guidelines CEQA Guidelines §15064.3, subdivision (b).* **Less Than Significant**. A Traffic Impact Analysis was prepared for the project in June 2018, which quantified the number of average daily vehicle trips that would be generated, based on SANDAG Traffic Generation Rates (Urban Systems Associates, 2018). This report is included as Appendix H of the Initial Study and found that the proposed Dolphin Green Car Wash project is expected to generate approximately 900 average daily trips (ADT).

In 2018, the Governor's Office of Planning and Research proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts and required agencies to adopt VMT thresholds by 2018. Because the proposed project is consistent with the General Plan and would generate less than 1,000 ADT, in accordance with the City of Oceanside's *Traffic Impact Analysis Guidelines for Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*

(VMT) and Level of Service Assessment 3, a VMT CEQA Analysis is not required and the project is presumes to result in a less than significant impact to VMT. Therefore, the project would not conflict with or be inconsistent with CEQA Guidelines §15064.3, subdivision (b) and traffic impacts related to VMT would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.18 TRIBAL CULTURAL RESOURCES . Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the column register of historic resources, or a local register of historic sources 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 events to be significant materials set forth in subdivision (c) of Public Resource Code § 5024.1. IN applying the criteria set forth in subdivision (c) of Public Resources Code § 50241, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a.i.) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is (i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? **No Impact.**

See revisions to Section 4.18 in Section 2.0, *Errata*, of this document..

a.ii.) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **Less Than Significant.**

See revisions to Section 4.18 in Section 2.0, *Errata,* of this document..

3 City of Oceanside, 2020. Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment August 2020. Available at https://www.ci.oceanside.ca.us/home/showpublisheddocument/3964/637953021033570000.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.19 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***No Impact.*** Improvements associated with the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB).

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***No Impact.*** The nature and scope of the proposed project would not require or result in the construction of wastewater treatment facilities.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***No Impact.*** The nature and scope of the proposed project would not require or result in the expansion of existing storm water drainage facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***No Impact.*** No new or expanded entitlements would be required with implementation of the proposed project. No impacts are anticipated.

e) 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? ***No Impact.*** Operational activities will result in only a nominal amount of wastewater.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***No Impact.*** The demolition and removal of existing improvements would generate a minor increase in solid waste. Operational activities will result in only a nominal amount of solid waste.

g) *Comply with federal, state, and local statutes and regulations related to solid waste?* ***No Impact.*** The project will not violate any federal, state, or local statutes and regulations related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.20 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impaired an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risk, 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 parentheses such as roads, fuel breaks, emergency water sources, power lines or other utilities parentheses that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, posts- fire slope instability, or drainage changes?	☐	☐	☐	☒

a) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?* ***No Impact****.* The Project site is not located within or adjacent to lands classified as a Very High Fire Hazard Severity Zone and is outside of a State Responsibility Area (CalFire 2022) [4]. Additionally, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts to an emergency response plan or evacuation plan would occur.

b) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* ***No Impact.*** Refer to response (a).

4 CalFire, 2022. Fire Hazard Severity Zone Maps. Prepared by the California Department of Forestry and Fire Protection. Available at: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/

c) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* ***No Impact.*** Refer to response (a).

d) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* ***No Impact.*** Refer to response (a)

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

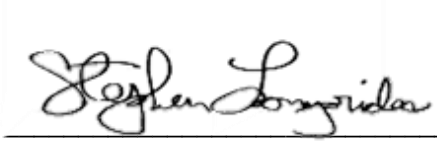
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory? ***No Impact.*** The project has no potential to degrade the above concerns.

b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? ***No Impact.*** The project will not degrade the long-term environmental goals.

c) Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)? ***No Impact.*** The project has no cumulatively considerable impacts.

d) Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly? ***No Impact.*** The project has no environmental effect which will have substantial adverse effects on human beings, directly or indirectly.

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



Stephen Lamprides, Consulting Biologist/Environmental Planner, et al

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

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

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

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

17. DE MINIMIS FEE DETERMINATION (Chapter 1706, Statutes of 1990-AB 3158)

[ ] It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.

[X] It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the County Clerk in accordance with Section 711.4(d) of the Fish and Game Code.

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

_____

Scott Nightingale, Environmental Coordinator

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

_____

Kenneth K. Wang, Metro Property Group, LLC

Figure 1 – Project Site

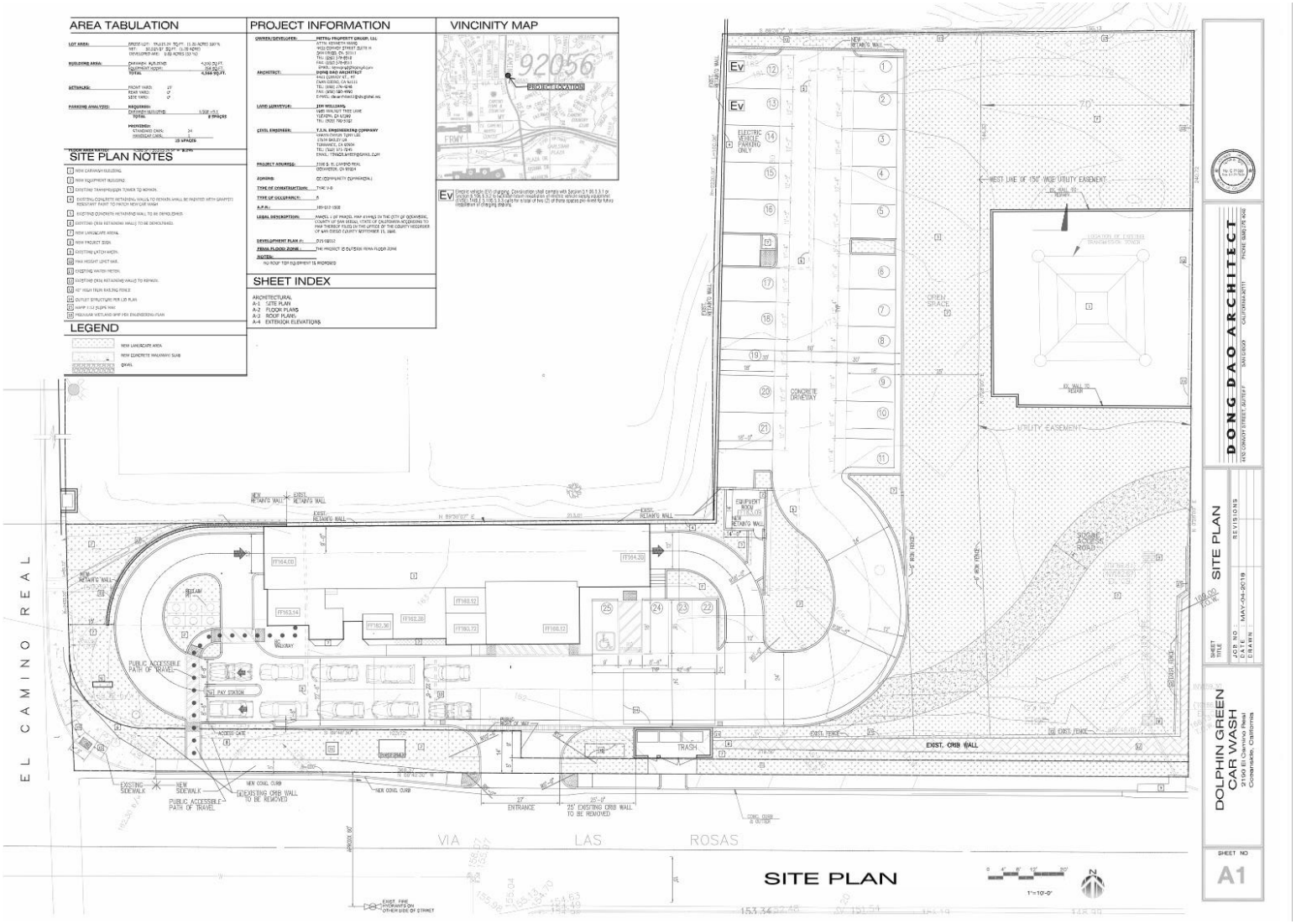


Figure 2 – Project Site Plan

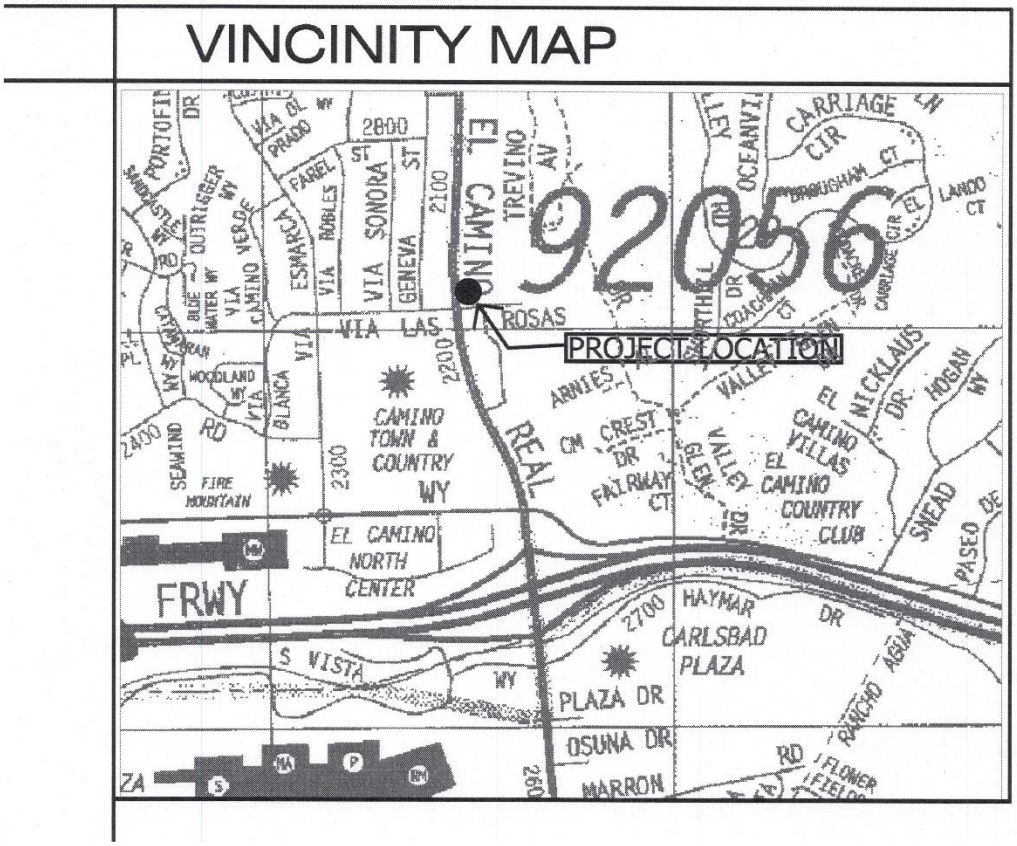


Figure 3 – Project Vicinity