Initial Study/Mitigated Negative Declaration

North River Road and Sleeping Indian Road Drainage Improvements Project

FEBRUARY 2026

Prepared for:

CITY OF OCEANSIDE
300 North Coast Highway
Oceanside, California 92054
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AC	asphalt concrete
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	methane
CMP	corrugated metal pipe
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EO	Executive Order
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GWP	global warming potential
HDPE	high-density polyethylene
IS	initial study
MND	mitigated negative declaration
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_x	oxides of nitrogen
O_3	ozone
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter
PVC	polyvinyl chloride
RAQS	Regional Air Quality Strategy
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin

Acronym/Abbreviation	Definition
SDG&E	San Diego Gas and Electric
SIP	State Implementation Plan
SLF	Sacred Lands File
SR	State Route
SWPPP	stormwater pollution prevention plan
SWQMP	Storm Water Quality Management Plan
TAC	toxic air contaminant
TCR	tribal cultural resource
VMT	vehicle miles traveled
VOC	volatile organic compound

1 Introduction

The City of Oceanside (City) has prepared this mitigated negative declaration (MND) to assess and disclose the potential impacts on the environment of the North River Road and Sleeping Indian Road Drainage Improvements Project (project) pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.). This section of the MND provides information on project background, explains the project's purpose and need, and describes the City's obligations under CEQA associated with approving and implementing the project.

1.1 Project Background and Overview

The City is proposing to replace four existing stormwater drainage culverts located north of the San Luis Rey River, including three crossing beneath North River Road and one crossing beneath Sleeping Indian Road. The City has identified the existing facilities as undersized and prone to filling with sediment and debris, which prevents stormwater flow beneath the paved roads. The purpose of the project is to address the flooding issues caused by the existing culverts. The existing culverts are pipes under the road with unimproved inlets and outlets connected to dirt ditches. These inadequate structures fail to manage stormwater effectively, leading to frequent flooding and associated damage. The proposed project involves constructing new, larger culverts designed to enhance drainage capacity and mitigate flooding. By improving the flow of water through these upgraded culverts, the project aims to protect the roadways and surrounding areas from water damage, ensuring safer and more reliable infrastructure for the community.

A detailed description of the project and its potential impacts are presented in Chapter 3, Initial Study Checklist.

1.2 California Environmental Quality Act Compliance

1.2.1 Authority to Prepare an MND

Approval by the Oceanside City Council to issue a construction contract for the project constitutes a discretionary action that triggers environmental review requirements pursuant to CEQA, with the City serving as lead agency. The City prepared a CEQA initial study (IS) to analyze and consider the environmental impacts of implementing the project, which is included as Chapter 3 of this document. Based on the results of the IS, the City determined that an MND is the appropriate environmental document for compliance with CEQA. As stated in Section 21064 of the CEQA statute, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment when mitigation is identified that can reduce impacts to less-than-significant levels.

1.2.2 Public Review Process

The City is making the MND available for public review and comment pursuant to Section 15073 of the CEQA Guidelines (14 CCR 15000 et seq.). A copy of the MND and related documents are available for review on the City's website(https://www.ci.oceanside.ca.us/government/development-services/planning/project-search). The City has identified a 30-day review and comment period for the MND commencing February 4th, 2026, and terminating March 6th, 2026.

Comments on the MND may be submitted to the City in writing before the end of the public review period. In reviewing and commenting on the MND, interested public agencies and members of the public should focus on the adequacy of the document in identifying and analyzing the project's potential impacts on the environment. Written comments on the IS/MND will be accepted in hardcopy or email format, and should be received at the following address or email address by 5:00 p.m., March 6th, 2026:

City of Oceanside
300 North Coast Hwy
Oceanside, California 92054
Contact: Edwin Medina
Email: emedina@oceansideca.org

Following the close of the public comment period, City staff will review all comments and may revise the MND if necessary to clarify the document's content. City staff will then prepare a final version of the MND that includes all comment letters received during the public review period and will send the MND to the City Council for adoption and consideration in their decision to approve the project.

2 Project Description

2.1 Project Location and Environmental Setting

The project sites are in the northeast portion of the City, which is in northern San Diego County (County), as shown in Figure 1, Project Location. The project includes four existing drainage culverts, referred to as Culverts 1–4, located north of the San Luis Rey River, as shown on Figure 1.

Culvert 1 is located along Sleeping Indian Road, approximately 0.5 miles north of the Sleeping Indian Road and North River Road intersection. Culvert 1 is oriented northeast–southwest underneath Sleeping Indian Road, which runs generally north–south. Culverts 2–4 are oriented north–south underneath North River Road, which runs generally east–west. Culvert 2 is located along North River Road, immediately to the west of the Sleeping Indian Road and North River Road intersection. Culvert 3 is located along North River Road, approximately 0.1 miles west of Culvert 2. Culvert 4 is located along North River Road, approximately 0.25 miles west of Culvert 3. The surrounding area is characterized by developed agricultural land and scattered residences north of North River Road and mostly undeveloped open space south of North River Road, with one developed agricultural and residential property at the far western side of the site.

The existing culverts are made of corrugated metal pipe (CMP), polyvinyl chloride (PVC), or high-density polyethylene (HDPE), and connect to earthen ditches on the upstream and downstream ends. The roads directly over the culverts, Sleeping Indian Road and North River Road, consist of asphalt pavement over engineered roadbed. Asphalt curb is present along most of the southern side (the eastbound traffic side) of North River Road in the vicinity of the project sites.

The project sites are located within public right-of-way; the surrounding land is designated in the City's General Plan as Agriculture and zoned as Agriculture (City of Oceanside 2024a).

2.2 Project Characteristics

2.2.1 Replacement Culverts

The proposed project would include improvements to four existing culverts. Culvert 1 would include construction of 3.5-foot by 6-foot double box culverts, with a headwall and asphalt concrete (AC) paving upstream and rip rap downstream. Culvert 2 would include construction of 4.5-foot by 8-foot double box culverts, with a headwall and AC paving upstream, and a headwall and riprap downstream. Culvert 3 would include construction of a 24-inch HDPE storm drain, with a headwall and AC paving upstream, and a headwall and riprap downstream. Culvert 4 would include construction of 2.5-foot by 7.5-foot triple box culverts, with a headwall and AC paving upstream and riprap downstream. Installation of riprap downstream of the replacement culverts would entail expansion of the existing facilities' developed footprints. See Figure 2, Proposed Culverts.

2.2.2 Demolition

The existing structural features at the Culvert 1 site that would be removed as part of the project consist of one 12-inch-diameter PVC storm drain and headwall(s), one 24-inch-diameter CMP storm drain and headwall(s), and asphalt pavement; an existing 15-inch-diameter CMP storm drain would be protected in place. The existing

structural features at the Culvert 2 site that would be removed as part of the project consist of four 36-inch HPDE storm drain and headwall(s) and asphalt pavement. The existing structural features at the Culvert 3 site that would be removed as part of the project consist of asphalt pavement; two 24-inch-diameter HPDE storm drains would be protected in place. The existing structural features at the Culvert 4 site that would be removed as part of the project consist of one 15-inch-diameter HPDE storm drain and headwall(s) and asphalt pavement.

Demolition of the existing structures would require trenching and excavation using an excavator and/or backhoe. Demolished materials would be either recycled or disposed of at the nearest landfill that is permitted to dispose of construction and demolition waste. The contractor would minimize generation of construction/demolition waste and would reuse materials when feasible.

2.2.3 Road Repavement

Culvert replacement would require removing sections of existing pavement from North River Road and Sleeping Indian Road. Once the culverts have been replaced, the project would install replacement pavement along the affected areas, extending from approximately 150 feet to 300 feet beyond the culvert locations.

2.3 Project Construction and Phasing

Construction is anticipated to begin in July 2026 through November 2027. Construction of the proposed culverts would require trenching across the roads and removal of the existing culverts. Once the existing earthen material and piping are removed, the foundation material would be excavated. During ground-moving activities and construction, all existing utilities would be maintained in place. Approximately 69 cubic yards of material will be removed from the site at Culvert 1, 75 cubic yards from Culvert 2, 67 cubic yards from Culvert 3, and 153 cubic yards from Culvert 4. In total, approximately 364 cubic yards of material would be removed from the sites. The roads would be backfilled where trenching had occurred and then would be repaved.

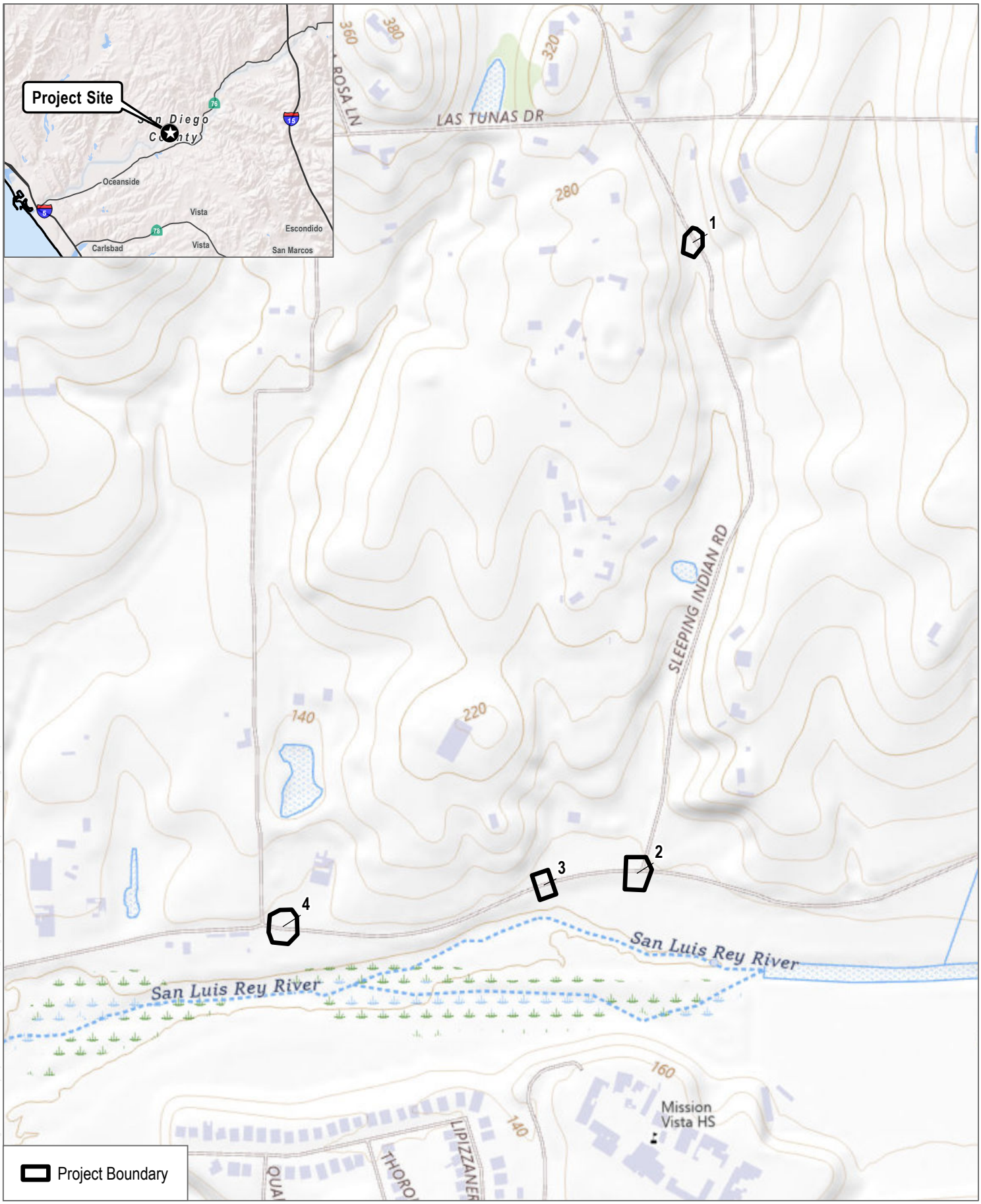
Construction would require temporary work in Sleeping Indian Road and North River Road. Portions of traffic lanes would be closed during construction. All road closures would be performed pursuant to a traffic-control plan prepared by the contractor and approved by the City Engineer. Access to private driveways would be maintained at all times.

During project construction, equipment staging and materials laydown would occur in developed or disturbed strips along North River Road. Development of an off-site staging yard is not anticipated.

2.4 Project Approvals

In addition to Oceanside City Council approval of the construction contract, the project is anticipated to require the following permits or authorizations related impacts on waters features regulated by the state:

- Regional Water Quality Control Board (RWQCB): Waste Discharge Requirement pursuant to the Porter–Cologne Water Quality Control Act
- California Department of Fish and Wildlife (CDFW): Lake and Streambed Alteration Agreement pursuant to the California Fish and Game Code



SOURCE: USGS National Map 2025

DUDEK

0 365 730 Feet

FIGURE 1

Project Location

North River Road and Sleeping Indian Road Drainage Improvements Project

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SOURCE: SANGIS 2024

DUDEK

0 280 560 Feet

FIGURE 2

Proposed Culverts

North River Road and Sleeping Indian Road Drainage Improvements Project

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3 Initial Study Checklist

1. **Project title:**

   North River Road and Sleeping Indian Road Drainage Improvements Project

2. **Lead agency name and address:**

   City of Oceanside
   300 North Coast Highway
   Oceanside, California 92054

3. **Contact person and phone number:**

   Edwin Medina
   300 North Coast Highway
   Oceanside, California 92054
   (760)-435-5086

4. **Project location:**

   The project is within the City of Oceanside, located north of the San Luis Rey River, along North River Road and Sleeping Indian Road.

5. **Project sponsor's name and address:**

   City of Oceanside
   300 North Coast Highway
   Oceanside, California 92054

6. **General plan designation:**

   Agriculture

7. **Zoning:**

   Agriculture

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   Refer to Chapter 2, Project Description, of this MND.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   Refer to Section 2.1, Project Location and Environmental Setting, of this MND.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

California Department of Fish and Wildlife, San Diego Regional Water Quality Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Refer to Section 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this MND.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Edwin Medina
Signature

2/2/26
Date

Evaluation of Environmental Impacts

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

3.1 Aesthetics

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

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

Less-Than-Significant Impact. According to the City of Oceanside General Plan, the City dedicates areas of open space and scenic areas to ensure their preservation. Within the vicinity of the project sites, the City designates San Luis River as an area of visual open space (City of Oceanside 2002a). The project is located directly north of the San Luis Rey River. The project would involve replacement of existing culverts along North River Road and Sleeping Indian Road. The project would not introduce new elements that would significantly alter the existing visual conditions of the site or surrounding area. Project construction would result in temporarily excavated roads and construction equipment. However, upon completion, the project sites would have replaced and improved culverts and post-construction conditions would be similar to existing conditions. Therefore, impacts would be **less than significant**.

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

No Impact. According to the California Department of Transportation (Caltrans) California State Scenic Highway System Map, there are no eligible state scenic highways in the vicinity of the project sites. The nearest eligible state scenic highway is State Route (SR) 76, located approximately 0.6 miles south of the project sites (Caltrans 2024). Due to intervening development and distance, the project sites are not visible

from SR-76. Therefore, the project would not substantially damage scenic resources within a state scenic highway and **no impact** would occur.

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

No Impact. Per California Public Resources Code Section 21071, an "urbanized area" is defined as "(a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. [or] (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." The project sites are in the incorporated City of Oceanside, which had a population of 174,068 persons as of the 2020 census (U.S. Census Bureau 2020). Therefore, the project sites are considered to be in an urbanized area.

The project sites have zoning and land use designations of Agricultural. There are no zoning standards related to scenic quality that are applicable to the project. The project sites are not subject to overlay zones or other such designations specific to scenic resources or quality. As described in Section 3.1(a), visual impacts resulting from construction activities would be temporary, ceasing upon completion of construction. As such, implementation of the project would not conflict with the applicable zoning and other regulations governing scenic quality. **No impact** would occur.

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

No Impact. The project would not include installation of any new light sources or the use of reflective materials. Existing sources of lighting in the vicinity of the project sites include lighting from residential homes and headlights from vehicles. The project would not involve nighttime construction. As such, the project would not result in additional sources of lighting or glare and **no impact** would occur.

3.2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. According to the Department of Conservation's California Important Farmland Finder, the project sites are located on Other Land, Unique Farmland, and Farmland of Local Importance (DOC 2024a). At Culvert 1, land to the west of Sleeping Indian Road is designated as Farmland of Local Importance and land to the east of Sleeping Indian Road is designated as Unique Farmland. At Culverts 2–4, land to the north of North River Road is designated as Unique Farmland and land to the south of North River Road is

designated as Other Land. The project would involve replacement of existing culverts along North River Road and Sleeping Indian Road and would not change the existing use of the land. Although the proposed culverts would be slightly larger than the existing culverts, the project would not impact the surrounding land such that it would convert farmland to non-agricultural uses. Therefore, the project would not convert Farmland to non-agricultural uses, and **no impact** would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project sites and surrounding land are zoned as Agriculture. Flood control or drainage facilities are permitted in the Agriculture zone if they are consistent with approved master drainage and/or flood-control plans (City of Oceanside 2024b). The project would not change the use of the land, as the project would consist of replacing existing drainage culverts.

The land surrounding Culverts 2–4 is under a Williamson Act contract (DOC 2024b). The project would be replacing public infrastructure within the public right-of-way and would not impacts the land under the Willamson Act Contract. **No impact** would occur.

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

No Impact. As previously mentioned, the project sites and surrounding land are zoned as Agriculture (City of Oceanside 2024a). This zone is not designated for, nor does it contain, any forest land or timberland. Therefore, the project would not conflict with or cause the rezoning or conversion of forest land or timberland. **No impact** would occur.

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

No Impact. As mentioned in Section 3.2(c), the project sites do not contain any forest land or timberland. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use and **no impact** would occur.

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

No Impact. The project would involve replacement of existing culverts along North River Road and Sleeping Indian Road and would not change the existing use of the land. As discussed in Section 3.2(c), the project sites do not contain any forest land. Although the proposed culverts would be slightly larger than the existing culverts, the project would not impact the surrounding land such that it would convert farmland to non-agricultural uses. Therefore, the project would not involve changes that would result in the conversion of Farmland of forest land and **no impact** would occur.

3.3 Air Quality

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

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

Less-Than-Significant Impact. The San Diego Air Pollution Control District (SDAPCD) is responsible for developing and implementing the clean air plans for attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) in the San Diego Air Basin (SDAB); specifically, the State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS).[1] The federal ozone (O_3) attainment plan, which is part of the SIP, was adopted in 2020. The SIP includes a demonstration that current strategies and tactics will attain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1992 and is updated every 3 years (most recently in 2022). The RAQS outlines SDAPCD's plan and control measures designed to attain the CAAQS for O_3. The SIP and RAQS rely on information from the California Air Resources Board (CARB) and San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans.

[1] For the purposes of this discussion, the relevant federal air quality plan is the O_3 attainment plan (SDAPCD 2020). The RAQS is the applicable plan for purposes of state air quality planning (SDAPCD 2022). Both plans reflect growth projections in the SDAB.

Projects involving development consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS. However, if a project involves development that is greater than that anticipated in the local plan and/or SANDAG's growth projections, that project might conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along Sleeping Indian Road. The purpose of the project is to address the flooding issues caused by the existing culverts. The existing culverts are pipes under the road with unimproved inlets and outlets connected to dirt ditches. These inadequate structures fail to manage stormwater effectively, leading to frequent flooding and associated damage. The proposed project involves constructing new, larger culverts designed to enhance drainage capacity and mitigate flooding. Through improving the flow of water through these upgraded culverts, the project is intended to protect the roadway and surrounding areas from water damage, ensuring safer and more reliable infrastructure for the community. Operation of the project would not generate air pollutant emissions. Flood control or drainage facilities are permitted in the Agriculture zone if they are consistent with approved master drainage and/or flood-control plans (City of Oceanside 2024b). Therefore, the project would be in conformance with the zoning and land use designated in the City's General Plan. Thus, the project is consistent with the zoning designation and is anticipated in the local plan and SANDAG's growth projections. The project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be **less than significant**.

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

Past, present, and future development projects may contribute to the SDAB adverse air quality impacts on a cumulative basis. By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Construction and operation of the project would result in emissions of criteria air pollutants, which may result in a cumulatively considerable net increase in emissions of criteria air pollutants for which the SDAB is designated as nonattainment under the NAAQS or CAAQS. The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}, or coarse particulate matter), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$, or fine particulate matter). The following discussion quantitatively evaluates potential short-term construction and long-term operational impacts that would result from implementation of the project.

Construction Emissions

Less-Than-Significant Impact. Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and volatile organic compounds (VOC) off-gassing) and off-site sources (i.e., on-road vendor trucks, haul trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1 was used to estimate emissions from construction of the project. Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOCs, oxides of nitrogen (NO_x), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The project would be required to comply with SDAPCD Rule 55 (Fugitive Dust Control) to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day as appropriate, with additional watering depending on weather conditions. The project would involve application of coating (e.g., paint and other finishes) for road segment striping for portions of roadway repaired from open-cut construction.

Emissions from the construction phase of the project were estimated using CalEEMod based on project-specific information and default values. Construction was modeled beginning in July 2026 and concluding in November 2027The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Culvert 1 – pod 6/7
  - Site Preparation: 2 days (May 2027)
  - Demolition: open-cut roadway, removal of existing culverts: 7 days (May-June 2027)
  - Grading: trenching foundation preparation: 7 days (June 2027)
  - Culvert Construction: 18 days (June 2027)
  - Paving: replacement of open-cut roadway: 7 days (June 2027)
  - Road Striping: 6 days (June 2027)
- Culvert 2 – pod 4
  - Site Preparation: 2 days (October 2027)
  - Demolition: open-cut roadway, removal of existing culverts: 6 days (October-November2027)
  - Grading: trenching foundation preparation: 7 days (November 2027)
  - Culvert Construction: 19 days (November 2027)
  - Paving: replacement of open-cut roadway: 4 days (November2027)
  - Road Striping: 3 days (November2027)
- Culvert 3 – pod 3
  - Site Preparation: 3 days (August 2026)
  - Demolition: open-cut roadway, removal of existing culverts: 7 days (August 2026)

- Grading: trenching foundation preparation: 8 days (August-September 2026)
- Culvert Construction: 11 days (September 2026)
- Paving: replacement of open-cut roadway: 7 days (September 2026)
- Road Striping: 10 days (September-October2026)

▪ Culvert 4 – pod 1

- Site Preparation: 3 days (July 2026)
- Demolition: open-cut roadway, removal of existing culverts: 7 days (July 2026)
- Grading: trenching foundation preparation: 6 days (July 2026)
- Culvert Construction: 10 days (July 2026)
- Paving: replacement of open-cut roadway: 6 days (September 2026)
- Road Striping: 5 days (September-October 2026)

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-1. Equipment mix and horsepower were based on CalEEMod default values, including equipment load factor. Export materials include 75, 69, 67, and 153 cubic yards of material for Culvert 1, Culvert 2, Culvert 3, and Culvert 4, respectively. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at each site 5 days per week.

Table 3.3-1. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Site Preparation	10	4	0	Tractors/loaders/backhoes	1	8
Demolition	12	4	0	Rubber-tired dozers	1	1
				Concrete/industrial saws	1	8
				Tractors/loaders/backhoes	1	6
Grading	12	4	2 (Culvert 1) 2 (Culvert 2) 2 (Culvert 3) 6 (Culvert 4)	Excavators	1	8
				Plate compactor	1	8
				Rubber-tired dozers	1	6
				Tractors/loaders/backhoes	1	7
Culvert Construction	10	4	0	Cranes	1	4
				Forklifts	2	6
				Excavators	1	8
				Tractors/loaders/backhoes	1	8
				Cement mortar mixers	1	8
Paving	10	4	0	Pavers	1	8
				Paving equipment	1	8
				Rollers	1	8

Table 3.3-1. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Road Striping	10	4	0	Air compressors	1	6

Source: Appendix A.
Notes: Construction scenario assumptions apply to Culverts 1–4 individually, except where numbers are specifically noted for individual culverts.

Table 3.3-2 presents the estimated maximum daily construction emissions generated during construction of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A, Air Quality and Greenhouse Gas Emissions Output Files.

Table 3.3-2. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2026	0.96	8.94	8.98	0.02	5.50	2.91
2027	0.92	8.26	8.79	0.02	5.40	2.86
Maximum	0.96	8.94	8.94	0.02	5.50	2.91
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with low-VOC paints and implementation of the project's fugitive dust control strategies, including the watering of the project sites and unpaved roads two times per day.

As shown in Table 3.3-2, daily construction emissions would not exceed the SDAPCD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during construction in all construction years. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. Thus, impacts would be **less than significant.**

Operation Emissions

Less-Than-Significant Impact. The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along Sleeping Indian Road. The purpose of the project is to address the flooding issues caused by the existing culverts. The existing culverts are pipes under the road with unimproved inlets and outlets connected to dirt ditches. These inadequate structures fail to manage stormwater effectively, leading to frequent flooding and associated damage. The proposed project involves constructing new, larger culverts designed to enhance drainage capacity and mitigate flooding. By improving the flow of water through these upgraded culverts, the project aims to protect the roadway and surrounding areas from water damage, ensuring safer and

more reliable infrastructure for the community. Operation of the project would not generate air pollutant emissions. Thus, impacts would be **less than significant.**

Cumulative Impacts

Less-Than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. As described above, the project would have a less-than-significant impact for short-term construction and long-term operations.

The SDAB is a nonattainment area for O_3 under the NAAQS and CAAQS. The poor air quality in the SDAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (i.e., VOCs and NO_x for O_3) potentially contribute to poor air quality. In analyzing cumulative impacts from a project, the analysis must specifically evaluate the project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. If the project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, a project would only be considered to have a significant cumulative impact if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

Additionally, for the SDAB, the RAQS serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions in the basin to ensure the SDAB continues to make progress toward NAAQS and CAAQS attainment status. As such, cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents upon which the RAQS is based would have the potential to result in cumulative operational impacts if they represent development and population increases beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. As discussed previously, the project would not exceed significance thresholds during construction and would not result in operational emissions. As such, the project would result in less-than-significant impacts to air quality relative to emissions.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and the SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and the County as part of the development of their general plans. Therefore, projects that involve development consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As stated previously, the project would be consistent with the zoning designation

and would not result in significant regional growth that is not accounted for within the RAQS. As a result, the project would not result in a cumulatively considerable contribution to regional O_3 concentrations or other criteria pollutant emissions. Cumulative impacts would be **less than significant** during operation.

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

Less-Than-Significant Impact. Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest known sensitive receptor (single-family residences) is located more than 500 feet west of Culvert 4 and more than 180 feet northeast of Culvert 2.

Health Impacts of Toxic Air Contaminants

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

Diesel particulate matter (DPM) emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce DPM emissions. PM_{10}, and $PM_{2.5}$ (representative of DPM) exposure as a result of the project would be minimal. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should also be limited to the period/duration of activities associated with the project. The estimated 6-month duration of the proposed construction activities would constitute a small percentage of the total 30-year exposure period, and there are no permanent TAC emissions associated with the project. The culvert construction sites are in an agricultural area of northern Oceanside with few residential units located nearby. The majority of PM_{10} emissions shown in Table 3.3-2 are fugitive dust emissions from vehicle travel and not DPM emissions from combustion of diesel fuel. Therefore, due to this relatively short period of exposure and minimal DPM emissions on site, TACs generated during construction are not expected to result in concentrations that would cause significant health risks.

Valley Fever

Coccidioidomycosis, more commonly known as "valley fever," is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. When fungal spores are present, any activity that disturbs the soil, such as digging, grading, or other

earthmoving operations, can cause the spores to become airborne and thereby increase the risk of exposure. The ecological factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline sandy soils.

The County is not considered a highly endemic region for valley fever, as the San Diego County Health and Human Services Agency is listed as having 5.5 cases per 100,000 people. The project sites are located within the 92054 zip code; the number of incidences of coccidioidomycosis in this area is even lower, with a reported rate of 4.1 per 100,000 (Nelson, pers. comm., 2019). For comparison, statewide incidences in 2018 were 18.8 per 100,000 people (CDPH 2019).

Even if present at a site, earthmoving activities may not result in increased incidence of valley fever. Propagation of *Coccidioides immitis* is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. *Coccidioides immitis* spores can be released when filaments are disturbed by earthmoving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Moreover, exposure to *Coccidioides immitis* does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic, showing no signs of an infection (USGS 2000).

The project would be consistent with SDAPCD Rule 55, which limits the amount of fugitive dust generated during construction and would also control the release of the *Coccidioides immitis* fungus from construction activities by watering two times per day. Based on the low incidence rate of coccidioidomycosis in the project area and in greater San Diego County and the project's implementation of dust control strategies, it is not anticipated that earthmoving activities during project construction would result in exposure of nearby sensitive receptors to valley fever. Therefore, the project would have a less-than-significant impact with respect to valley fever exposure to sensitive receptors.

Health Impacts of Carbon Monoxide

The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along Sleeping Indian Road. The project would not result in any operational change to traffic. Therefore, the project operation is not expected to exceed the screening threshold and would not result in a CO hotspot and would not have the potential to result in CO emissions that when totaled with the ambient concentrations would exceed a 1-hour concentration of 20 parts per million or an 8-hour average of 9 parts per million. The impact would be less than significant.

Health Effects of Other Criteria Air Pollutants

Project construction would not exceed SDAPCD thresholds for VOC, NO_x, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$ and the project would not result in operational emissions.

Table 3.3-3 presents a list of the criteria pollutants and other related pollutants of concern, emission sources, associated health effects, and current SDAB attainment status.

Table 3.3-3. Pollutants, Sources, Health Effects, and Attainment Status

Pollutant	Sources	Health Effects	Attainment Status	
			NAAQS	CAAQS
O_3	Formed when VOCs and NO_x react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Nonattainment	Nonattainment
PM_{10}	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO_x, SO_x, organics). Incomplete combustion.	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Unclassifiable/ attainment	Nonattainment
$PM_{2.5}$	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO_x, SO_x, organics, and NH_3).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Unclassifiable/ attainment	Nonattainment
CO	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Attainment	Attainment
NO_2	See CO.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Unclassifiable/ attainment	Attainment
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead-based paint.	Learning disabilities, brain and kidney damage.	Unclassifiable/ attainment	Attainment
SO_2	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Unclassifiable/ attainment	Attainment
Sulfates	Produced by reaction in the air of SO_2 (see SO_2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	(No federal standard)	Attainment
Hydrogen sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	(No federal standard)	Unclassified

Table 3.3-3. Pollutants, Sources, Health Effects, and Attainment Status

Pollutant	Sources	Health Effects	Attainment Status	
			NAAQS	CAAQS
Visibility-reducing particles	See $PM_{2.5}$.	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	(No federal standard)	Unclassified
Vinyl chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	N/A	N/A

Sources: County of San Diego 2007 (pollutant descriptions); EPA 2025 (federal); CARB 2019 (state).
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; O_3 = ozone; VOC = volatile organic compound; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; SO_x = sulfur oxides; $PM_{2.5}$ = fine particulate matter; NH3 = ammonia; CO = carbon monoxide; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; N/A = not applicable.

VOCs and NO_x are precursors to O_3, for which the SDAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SDAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O_3 precursors is speculative. Construction and operation of the project would not exceed SDAPCD thresholds for VOC and NO_x; thus, implementation of the project would not contribute significant health effects associated with O_3. SDAPCD Rule 67.0.1 restricts the VOC content of coatings for both construction and operational applications.

Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2019). Construction of the project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Health effects that result from NO_2 and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. Project construction would be relatively short-term and existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Operation of the project would not result in emissions of any criteria air pollutant.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019). CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and was determined to be a less-than-significant impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant.

Health effects associated with PM_{10} include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2019). Construction of the project would also not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or

obstruct the SDAB from coming into attainment for these pollutants. Operation of the project would not result in emissions of any criteria air pollutant. The project would also not result in substantial DPM emissions during construction, and therefore would not result in significant health effects related to DPM exposure. Additionally, the project would implement dust control strategies and be required to comply with SDAPCD Rule 55, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction, the project is not anticipated to result in health effects associated with PM_{10} or $PM_{2.5}$.

In summary, because construction of the project would not result in exceedances of the SDAPCD significance thresholds, the potential health effects associated with criteria air pollutants would be **less than significant**.

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

Less-Than-Significant Impact. The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700, SDAPCD Rule 51, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from SDAPCD are evaluated by SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

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

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and from asphalt pavement application and striping. Such odors would disperse rapidly from the project sites and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with other emissions (such as those leading to odors) during construction would be less than significant.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along

Sleeping Indian Road, and would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would not result in odor emissions, and the project impact would be **less than significant**.

3.4 Biological Resources

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

Setting

Dudek biologists Josh Elson, Eilleen Salas, and Kimberly Narel conducted a general biological resources survey of the study area (the project sites plus a 300-foot buffer) on January 16, 2025, and February 21, 2025. The purpose of the field survey was to identify and characterize biological resources within and adjacent to the project sites, with particular focus on the potential of the sites to support special-status plant and wildlife species and other sensitive resources, such as riparian habitat and jurisdictional aquatic resources (i.e., wetlands and other waters of the United States and/or state). A biological resources technical report (BRTR) was prepared, which includes a detailed description of the biological resources existing setting, the methods of the survey, and the survey results. The BRTR is included as Appendix B of this IS/MND.

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

Less-Than-Significant Impact with Mitigation Incorporated. As mentioned above, a BRTR was prepared for the project sites and vicinity (Appendix B). As stated in Appendix B, no special-status plant species have the potential to occur on or adjacent to the project sites.

The BRTR concluded that 14 special-status wildlife species have a moderate to high potential to occur within the study area: south coast gartersnake (*Thamnophis sirtalis* ssp.), southwestern pond turtle (*Actinemys pallida*), Cooper's hawk (*Accipiter cooperii*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), yellow-breasted chat (*Icteria virens*), yellow warbler (*Setophaga petechia*), least Bell's vireo (*Vireo bellii pusillus*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and Crotch's bumble bee (*Bombus crotchii*). Four wildlife species that are listed as threatened or endangered under the federal and California Endangered Species Acts were determined to have a low potential to occur within the study area but were included in this analysis due to their listing: western spadefoot (*Spea hammondii*), tricolored blackbird (*Agelaius tricolor*), coastal California gnatcatcher (*Polioptila californica californica*), and Stephens' kangaroo rat (*Dipodomys stephensi*). Critical habitat for least Bell's vireo, arroyo toad (*Anaxyrus californicus*), and southwestern willow flycatcher has been designated within the San Luis Rey River riparian corridor along North River Road.

All of the species above have potential to occur within coastal sage scrub habitat or riparian communities, which are present within the study area. However, within the impact area, landcovers consist of developed or disturbed areas, with the exception of 0.08 acres of mulefat scrub habitat on the south side of North River Road. Developed or disturbed areas are not suitable for the species above. Suitable nesting habitat for least Bell's vireo is present within the San Luis Rey River riparian corridor along North River Road within the mulefat scrub. Furthermore, this species was documented within the study area in 2013, and U.S. Fish and Wildlife Service–designated Critical Habitat for this species overlaps the study area. As such, there is high potential for this species to occur within the study area. Direct impacts to all nesting birds, which would include least Bell's vireo if the species were present, would be avoided through implementation of **Mitigation Measure (MM) BIO-1** (Minimize Construction-Related Indirect Impacts to Biological Resources), **MM-BIO-2** (Biological Monitoring), and **MM-BIO-3** (Nesting Bird Surveys).

Potential indirect impacts on special-status wildlife resulting from construction activities include the release of chemical pollutants; generation of fugitive dust, vibration, and increased human presence; and nighttime lighting. Additionally, adverse effects from noise could result from project construction activities, which has the potential to disrupt foraging, nesting, and reproductive activities of special-status birds such as Cooper's hawk, Southern California rufous-crowned sparrow, western yellow-billed cuckoo, southwestern willow flycatcher, yellow-breasted chat, yellow warbler, least Bell's vireo, tri-colored blackbird and coastal California gnatcatcher. These potential construction-related indirect impacts to special-status wildlife would be potentially significant absent mitigation.

Project implementation of **MM-BIO-1** (Minimize Construction-Related Indirect Impacts to Biological Resources) and **MM-BIO-2** (Biological Monitoring) would reduce potential indirect impacts to a less-than-significant level through delineation of project boundaries, development of a stormwater pollution prevention plan (SWPPP), implementation of standard dust control measures, requirement that all vehicles and equipment be serviced in designated staging areas, mandating that construction will not be conducted at night, biological monitoring and requirement of a Worker Environmental Awareness Training. Additionally, potential noise impacts to nesting birds would be avoided and minimized through implementation of **MM- BIO-3** (Nesting Bird Surveys), which requires a nesting bird survey to be conducted within the project area and a 500-foot buffer 72 hours prior to any construction activities should work be conducted during the breeding season, and the implementation of appropriate disturbance avoidances buffers for any active nests.

Implementation of **MM-BIO-1 through MM-BIO-3** would reduce construction-related indirect impacts to special-status wildlife to **less than significant with mitigation incorporated**.

MM-BIO-1 Minimize Construction-Related Indirect Impacts to Biological Resources. Prior to issuance of a grading permit, the Project's Applicant/Developer shall include the following in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species:

- **Delineation of Property Boundaries.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided.
- **Standard Dust Control Measures.** Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce dust impacts on nearby conserved lands, plants, and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installing shaker plates, and suspending excavation and grading operations during periods of high winds.
- **Stormwater Pollution Prevention Plan.** Prior to issuance of a grading permit for construction, the applicant shall submit a stormwater pollution prevention plan

(SWPPP) to the City of Oceanside that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on site would include erosion control, sediment control, and non-stormwater (good housekeeping).

- **Minimize Spills of Hazardous Materials.** All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills and contaminated soil shall be immediately cleaned up and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area.
- **Wildlife Hazards.** The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities:
  - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches) shall be tightly covered at the end of each work day. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape.
  - Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each work day and prior to disturbance. If wildlife is discovered, it shall either be moved out of harm's way by a qualified biologist or allowed to move off of the study area on its own.
  - Nets and mesh shall be made of loose-weave material that is not fused at the intersections of the weave, as nets with welded weaves present an entanglement risk.
  - Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each work day.
- **Night Work.** All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from adjacent open space areas to protect native wildlife from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum of 50-foot buffer from the edge of adjacent open space

MM-BIO-2 Biological Monitoring. To prevent inadvertent disturbance to areas outside the limits of grading, all project activities with the potential to impact native vegetation shall be monitored by a biologist. The biological monitor(s) shall be contracted to perform biological monitoring during all vegetation removal activities and periodic monitoring during and after vegetation removal when recommended by a Qualified Biologist. The project biologist(s) also shall do the following:

a. Attend the pre-construction meeting with the contractor and other key construction personnel prior to construction activities to reduce conflict between the timing and

location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds).

b. The Qualified Biologist shall conduct a training session for all project personnel prior to any construction activities. At a minimum the training shall include a description of the target species of concern, its habitats, the general provisions of the Endangered Species Act (Act) and the MHCP, the need to adhere to the provision of the Act and the MHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the target species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. Prior to clearing and grubbing, the project biologist shall conduct meetings with the contractor and other key construction personnel each morning prior to construction activities to go over the proposed activities for the day, and for the monitor(s) to describe the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife.

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

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

e. Flush wildlife species (e.g., reptiles, mammals, avian, and other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. This does not include disturbance to nesting birds (see MM-BIO-2) or "flushing" of federally listed species (i.e., coastal California gnatcatcher).

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

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

h. If dead or injured federally and/or state-listed species are found on site, the City, CDFW, and/or USFWS will be notified in compliance with applicable laws and regulations.

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

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

k. Halt work, if necessary, and confer with the City of Oceanside to ensure the proper implementation of special-status species and sensitive resource protection measures.

l. Submit a final report to the City of Oceanside within 60 days of project completion that includes as-built construction drawings with an overlay of habitat that was impacted and avoided, photographs of habitat areas that were to be avoided, and other relevant summary information documenting that authorized impacts were not exceeded and that compliance with all measures was achieved.

MM-BIO-3 Nesting Bird Surveys. Construction-related ground-disturbing activities (e.g., clearing/ grubbing, grading, and other intensive activities) that occur during the avian breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer (where feasible) within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and other birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests shall have avoidance buffers established around them (e.g., 250 feet for passerines to 500 feet for raptors) by the project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot buffer at their discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitor(s) shall be provided to monitor active nest(s) or other project activities in order to ensure all of the project biologist's duties are completed. Once the nest is determined by a qualified monitor to be no longer occupied for the season, construction may proceed in the buffer areas.

If construction activities, particularly clearing/grubbing, grading, and other intensive activities, stop for more than 3 days, an additional nesting bird survey shall be conducted within the proposed work area and a 500-foot buffer, where feasible.

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

Less-Than-Significant Impact with Mitigation Incorporated. Five sensitive vegetation communities were identified within the study area: southern arroyo willow riparian forest, disturbed southern riparian scrub, mulefat scrub, Diegan coastal sage scrub, and non-vegetated channel or floodway. Of these, only mulefat scrub occurs within proposed work area boundaries. There is potential for direct impacts to 0.37 acres of mulefat scrub in the southern portion of the work area; however, it would be limited to the minimal extent of vegetation removal needed to complete construction activities. Given how small the area of mulefat scrub to potentially be impacted is, the incremental loss of the habitat on the project site would not be expected to diminish the abundance of these habitats on a regional level. Additionally, Project implementation of **MM-BIO-1** (Minimize Construction-Related Indirect Impacts to Biological Resources) and **MM-BIO-3** (Biological Monitoring) would help to further reduce potential direct impacts to special-status

vegetation communities through delineation of Project boundaries, biological monitoring, and requirement of Worker Environmental Awareness Training,

The proposed project would result in permanent direct impacts to agriculture, urban/developed, disturbed habitat, mulefat scrub, and non-native riparian. These impacts are summarized in Table 3.4-1 and their spatial distributions are shown in Figure 6, Impacts to Biological Resources, in Appendix B.

Table 3.4-1. Impacts to Vegetation Communities

Vegetation Community/ Land Cover Type	Proposed Impacts (Acres)	Total Within Study Area (Acres)[a]	Mitigation	
			Minimum Mitigation Ratio	Mitigation Required (Acres)[a]
Agriculture	0.01	11.12	None	0.00
Urban/developed	0.10	3.86	None	0.00
Disturbed habitat	0.01	1.93	None	0.00
Mulefat scrub	0.08	2.01	1:1	0.08
Non-native riparian	0.02	0.19	1:1	0.02
Total[a]	**0.22**	**19.11**	**N/A**	**0.10**

Notes: N/A = not applicable.
[a] Acreages may not sum precisely due to rounding.

Impacts to mulefat scrub require mitigation, per Table 5-2, Mitigation Standards for Impacts to Natural Vegetation and Habitat, in the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan (Oceanside Subarea Plan; City of Oceanside 2010a). The mulefat scrub within the proposed work area also overlaps with CDFW jurisdiction and is considered riparian vegetation. Permanent impacts to mulefat scrub are considered a potentially significant impact. The permanent loss of this vegetation community would be mitigated to less than significant with the implementation of **MM-BIO-2** (Biological Monitoring)**.** Impacts will be mitigated at a minimum of a 1:1 ratio with establishment or re-establishment for impacts on aquatic resources as a part of an overall strategy to ensure no net loss. If establishment or re-establishment mitigation is not available, a higher ratio may be needed to achieve no net loss. Final mitigation ratios and credits will be a minimum of 1:1 and determined in consultation with the U.S. Army Corps of Engineers, RWQCB, and/or CDFW based on agency evaluation of current resource functions and values and through each agency's respective permitting process.

Direct impacts to sensitive vegetation communities would be mitigated to a level below significant with implementation of **MM-BIO-4** (Compensation for Unavoidable Loss of Wetlands and Other Aquatic Resources) and potentially significant direct impacts to sensitive vegetation would be avoided through implementation of **MM-BIO-1** (Minimize Construction-Related Indirect Impacts to Biological Resources), and **MM-BIO-2** (Biological Monitoring). Therefore, impacts would be **less than significant with mitigation incorporated**.

MM-BIO-4 Compensation for Unavoidable Loss of Wetlands and Other Aquatic Resources. If temporary or permanent loss of protected wetlands and other aquatic resources cannot feasibly be avoided, the project proponent will implement the following actions:

- Prior to project activities, the project proponent will coordinate with the USACE Los Angeles District and San Diego RWQCB staff to assure conformance with permitting requirements of Section 401 and 404 of the Clean Water Act and the Porter–Cologne Water Quality Control Act. Prior to activity within CDFW-jurisdictional lake or streambed or associated riparian habitat, the project proponent will coordinate with the appropriate CDFW South Coast Region staff to assure conformance with California Fish and Game Code Section 1600 permitting requirements.
- As part of the permit application process, the project proponent will sufficiently mitigate to ensure no-net-loss of waters at a minimum of 1:1 with establishment or re-establishment for impacts on aquatic resources as a part of an overall strategy to ensure no net loss. If establishment or re-establishment mitigation is not available, a higher ratio may be needed to achieve no net loss. Final mitigation ratios and credits will be a minimum of 1:1 and determined in consultation with USACE, RWQCB and/or CDFW based on agency evaluation of current resource functions and values and through each agency's respective permitting process.
- Should applicant-sponsored mitigation be implemented, a mitigation and monitoring plan (Plan) will be prepared in accordance with resource agency guidelines and approved by the agencies in accordance with the proposed permits. The Plan will include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; proposed success criteria; legal and funding mechanisms; and parties responsible for long-term management and monitoring of the restored or enhanced habitat. Any off-site applicant-sponsored mitigation shall be conserved and managed in perpetuity.
- As part of the permit application process, the project proponent will mitigate impacts to sensitive riparian vegetation communities to a less than significant level through preservation of the requisite habitat in perpetuity. Final mitigation ratios and credits will be a minimum of 1:1 and determined in consultation with USACE, RWQCB, and/or CDFW based on agency evaluation of current resource functions and values and through each agency's respective permitting process.
- Best management practices shall be implemented to avoid any indirect impacts to jurisdictional waters, as follows:
    1. Vehicles and equipment shall not be operated in ponded or flowing water except as described in permits.
    2. Water containing mud, silt, or other pollutants from grading or other activities shall not be allowed to enter jurisdictional waters or be placed in locations that may be subjected to high storm flows.
    3. Spoil sites shall not be located within 30 feet from the boundaries of jurisdictional waters or in locations that may be subject to high storm flows where spoils might be washed back into drainages.
    4. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources resulting from Proposed Project-

related activities shall be prevented from contaminating the soil and/or entering avoided jurisdictional waters.

5. No equipment maintenance shall be performed within 100 feet of jurisdictional waters, including wetlands and riparian areas, where petroleum products or other pollutants from the equipment may enter these areas. Fueling of equipment shall not occur on the project site

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

Appendix B presents the results of a delineation of jurisdictional waters performed for the project. The project work area boundaries overlap with non-wetland waters features that are under federal and state jurisdiction, and the project would result in direct permanent and temporary impacts to the jurisdictional resources summarized in Appendix B. These impacts are shown in Figure 7, Impacts to Jurisdictional Resources, in Appendix B, and summarized in this MND in Tables 3.4-2 through 3.4-4.

Direct Impacts

Less-Than-Significant Impact with Mitigation Incorporated. Direct impacts to state-regulated aquatic resources would be reduced to a less-than-significant level through incorporation of **MM-BIO-4** (Compensation for Unavoidable Loss of Wetlands and Other Aquatic Resources), which requires consultation with the U.S. Army Corps of Engineers, RWQCB, and CDFW agency staff to ensure no net loss of regulated aquatic resources. Following implementation of **MM-BIO-4**, direct impacts to jurisdictional wetlands and waters would be **less than significant with mitigation incorporated**.

Table 3.4-2. Impacts to USACE Aquatic Resources (Non-Wetland Waters)

Feature Name	Total Acreage Within the Study Area	Temporarily Impacted Acres	Permanently Impacted Acres
San Luis Rey River Floodplain	2.60	0.37	0.76
Total	**2.60**	**0.37**	**0.76**

Note: USACE = U.S. Army Corps of Engineers.

Table 3.4-3. Impacts to RWQCB Aquatic Resources (Non-Wetland Waters)

Feature Name	Total Acreage Within the Study Area	Temporarily Impacted Acres	Permanently Impacted Acres
NWW-01	0.02	0.005	0.006
NWW-02	0.03	0.004	0.004
NWW-03[1]	0.00	0.000	0.000
NWW-04	0.05	0.015	0.007
NWW-05	0.03	0.006	0.005
San Luis Rey River	0.01	0.002	0.000
Total	**0.14**	**0.032**	**0.022**

Note: RWQCB = Regional Water Quality Control Board; NWW = non-wetland water.
Total may not add up to rounding
[1] NWW-03 is contiguous with the San Luis Rey River

Table 3.4-4. Impacts to CDFW Aquatic Resources

Feature Name	Total Acreage Within the Study Area	Temporarily Impacted Acres	Permanently Impacted Acres
Streambed and Bank			
NWW-01	0.04	0.003	0.006
NWW-02	0.05	0.011	0.004
NWW-03	0.01	0.002	0.000
NWW-04	0.08	0.015	0.007
NWW-05	0.04	0.013	0.005
Streambed and Bank Subtotal	*0.22*	*0.044*	*0.022*
Riparian			
Mule fat scrub	1.59	0.353	0.076
Southern riparian scrub	0.12	0.000	0.000
Southern arroyo willow riparian forest	1.02	0.013	0.000
Non-native riparian	0.24	0.081	0.017
Riparian Subtotal	*2.96*	*0.447*	*0.093*
Total[a]	**3.18**	**0.491**	**0.115**

Notes: CDFW = California Department of Fish and Wildlife; NWW = non-wetland water.
[a] Totals may not sum due to rounding.

Indirect Impacts

Less-Than-Significant Impact. Potential temporary indirect impacts could result from construction activities and would include impacts from the generation of fugitive dust and the potential introduction of chemical pollutants (including herbicides). Excessive dust can decrease the vigor and productivity of vegetation through effects on light, penetration, photosynthesis, respiration, and transpiration; increased penetration of phytotoxic gaseous pollutants; and increased incidence of pests and diseases. Erosion and chemical pollution (releases of fuel, oil, lubricants, paints, release agents, and other construction materials) may affect wetlands/jurisdictional

waters. The release of chemical pollutants can reduce the water quality downstream and degrade adjacent habitats. However, during construction, erosion-control measures would be implemented as part of the SWPPP for the project. Prior to the start of construction activities, the contractor is required to file a Permit Registration Document with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2022-0057-DWQ, NPDES No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of 1 acre or more of total land area. The required SWPPP will mandate the implementation of best management practices (BMPs) to reduce or eliminate construction-related pollutants in the runoff, including sediment. Therefore, temporary indirect impacts would be **less than significant** due to compliance with regulations.

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

Less-Than-Significant Impact with Mitigation Incorporated. While the study area does not occur within any designated wildlife corridors or habitat linkages identified in the South Coast Missing Linkages analysis conducted by South Coast Wildlands (2008) or CDFW's California Essential Habitat Connectivity Project (Spencer et al. 2010), the San Luis Rey River riparian corridor present in the southern portion of the study area provides for wildlife movement. The area has the potential to provide foraging and nesting habitat for raptors and special-status birds. However, only a very small portion of the project site is associated with natural habitats within the San Luis Rey River (0.08 acres of mulefat scrub). Additionally, this impacted portion of the San Luis Rey River is located on the outer edge of the river channel directly adjacent to North River Road and it is anticipated that wildlife using this corridor would easily be able to avoid this small area by moving farther into the riparian vegetation present. Furthermore, project work is anticipated to take place during the daytime, whereas most potential wildlife movement within the riparian corridor would be expected to take place during the nighttime. Direct or indirect impacts to wildlife corridors and habitat connectivity would be less than significant.

The project would be required to comply with the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during construction activities. This would generally involve clearing a project site of all vegetation outside the nesting season (from September 1 through January 31), or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at a construction site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. These requirements are outlined in **MM-BIO-2** (Nesting Bird Survey). Compliance with the Migratory Bird Treaty Act and implementation of **MM-BIO-2** would ensure that the implementation of the project would not interfere with the nesting of any native bird species. Direct and indirect impacts to nurseries would be **less than significant with mitigation incorporated**.

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

No Impact. The project would not involve removal of publicly owned trees and would not conflict with any local policies or ordinances. Therefore, **no impact** would occur.

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

Less-Than-Significant Impact with Mitigation Incorporated. The proposed project would be consistent with the requirements of the draft Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the project would mitigate for impacts to special-status biological resources with mitigation within the WCPZ (Wildlife Corridor Planning Zone) or pre-approved Mitigation Areas (City of Oceanside 2010a) (**MM-BIO 1 through MM-BIO-4**). The proposed project would directly impact 0.08 acres of vegetation communities that would require mitigation under the Oceanside Subarea Plan.

These vegetation communities function as a small piece of a larger habitat corridor along the San Luis Rey River. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically equivalent or superior habitat, as well as fulfilling the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone.

Although impacts will occur within the buffer of the San Luis Rey River and the general creek/tributary buffer proposed by the Oceanside Subarea Plan, impacts will occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.08 acres of mulefat scrub (City of Oceanside 2010a). Impacts within the buffer are required for necessary improvements to City stormwater infrastructure, which is an allowable use and does not fall under one of the three prohibited uses within the buffer (City of Oceanside 2010a, Section 5.2.4). Because the proposed project would mitigate these direct impacts, the proposed project would not result in a loss of vegetation that is regionally significant; therefore, it would not contribute to a cumulative impact.

A small portion of the project sites is within the Agricultural Exclusion Zone north of the San Luis Rey River, as defined in Section 5.3.3 of the Oceanside Subarea Plan. Discretionary actions, conversions to nonagricultural uses, or removal of habitat within the Agricultural Exclusion Zone will be subject to the conservation guidelines listed in Section 5.3.3 and to the Citywide conservation policies presented in Section 5.2 of the Oceanside Subarea Plan (City of Oceanside 2010a). Land use within the Agricultural Exclusion Zone would not change as a result of the proposed project. Impacts within the Agricultural Exclusion Zone would be limited to a strip of disturbed habitat along the northern shoulder of North River Road and would not disturb or remove any wildlife habitat.

The proposed project would be consistent with the requirements of all local habitat conservation plans. Therefore, direct and indirect impacts would be **less than significant with mitigation incorporated.**

3.5 Cultural Resources

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

The Cultural Resources Inventory Report for the North River Road and Sleeping Indian Road Drainage Improvement Project was prepared for the project and is included as Appendix C to this MND.

Cultural Resources Inventory Methods

Cultural resources inventory efforts conducted for the project include a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, California Historical Resources Information System records search, archival research, review of geomorphological context, NAHC and tribal correspondence, and an intensive pedestrian survey.

For information on tribal consultation and outreach, please see Section 3.18, Tribal Cultural Resources, of this MND.

Records Search Results

Dudek staff requested a California Historical Resources Information System records search from the South Coastal Information Center. A total of 33 cultural resources were identified within 1 mile of the project area and none of these resources were identified within the project area. A total of 2 historic period addresses were identified within 1 mile of the project area. An NAHC SLF search was also requested, and results were negative.

Historical Maps and Imagery

Historical aerial photographs indicate North River Road is present, and the San Luis Rey River is present to the south of the project area in 1938. Sleeping Indian Road is not visible; however, a dirt trail is visible in its place with the surrounding area consisting of undeveloped or agricultural lands. The 1964 aerial depicts the Sleeping Indian Road alignment.

Historical topographic maps indicate that there is little change in the land use of the project area is indicated in the historic topographic maps from 1942 to the most recent available topographic map from 2021. The historical topographic maps indicate that no historic-age structures are located within the project area.

Geomorphological Context

According to the U.S. Department of Agriculture Natural Resources Conservation Services, the project area is located along the San Luis Rey River, which is known to have been an attractive location for prehistoric camps or habitation sites. Reoccurring alluvial action and flooding serve to support the development and presence of cultural deposits in the area. Since there are alluvial soils present throughout the project area, there is moderate potential for subsurface cultural resources.

NAHC Sacred Lands File Search

Dudek contacted the NAHC for a search of the SLF on December 6, 2024, for the project area. The results were returned to Dudek on December 26, 2024. They were negative for sacred lands within or near the project footprint. The results also included a list of Native American tribes and individuals or organizations with traditional geographic associations that might have knowledge of cultural resources in the project area. Additional tribal consultation information is discussed in Chapter 3.18, Tribal Cultural Resources.

Pedestrian Survey

An intensive pedestrian survey was conducted for the entire project footprint on January 17, 2025, by Dudek archaeologist David Faith with participation from Saving Sacred Sites Luiseño Native American Monitor Anthony Cuevas. A subsequent survey was conducted on February 21, 2025, by Dudek archaeologist Makalya Murillo with participation from Saving Sacred Sites Luiseño Native American Monitor Shea Casteneda.

Ground visibility of the project area was poor and visibility ranged from 0% to 25%. Ground surface was obscured by dead foliage and the existing development of the energy dissipater and storm drain outlets. The project area had been previously disturbed from the installment of the culverts, including the placement of riprap along some of the embankments, and the placement of concrete along the embankments. A minimal amount of modern trash was noted within the drainages. Vegetation was observed along the banks, consisting of dried grasses, castor bean (*Ricinus communis*), and willows (*Salix* spp.). No artifacts or features were identified during the survey. No cultural resources are located within the project area.

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

No Impact. The records search, NAHC SLF search, historical topographic maps and aerial photographs review, and pedestrian survey conducted for the Cultural Resources Inventory did not identify any known resources that would be disturbed by project construction; therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and **no impact** would occur.

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

Less-Than-Significant Impact with Mitigation Incorporated. The records search, NAHC SLF search, historical topographic maps and aerial photographs review, and pedestrian survey conducted for the Cultural Resources Inventory did not identify any known archaeological resources within the project site. However, the Cultural Resources Inventory Report identified moderate potential for subsurface cultural

resources due to the proximity of the San Luis Rey River, and the absence of archaeological resources within subsurface deposits cannot be confirmed. Additionally, the report recommends that a qualified archaeologist and a Traditionally and Culturally Affiliated Native American Monitor representing a Traditionally and Culturally Affiliated Luiseño Tribe are present during all ground-disturbing activities that may impact subsurface native soils. To further ensure project development would not result in potential impacts to archaeological or tribal cultural resources, the project would implement the City's standard cultural and tribal mitigation measures **MM-CUL-1** through **MM-CUL-9**. **MM-CUL-1** (Pre-Excavation Agreement), **MM-CUL-2** (Retainment of a Qualified Archaeologist and Luiseño Native American Monitor), **MM-CUL-3** (Collaborative Consultation During Monitoring), **MM-CUL-4** (Monitoring Program), **MM-CUL-5** (Controlled Grade Procedure), **MM-CUL-6** (Inadvertent Discovery and Treatment Protocol), **MM-CUL-7** (Treatment and Disposition Protocol), **MM-CUL-8** (Monitoring Report), **MM-CUL-9** (Inadvertent Discovery of Human Remains Protocol) have been included to avoid significant impacts to resources that may be uncovered during construction. Implementation of **MM-CUL-1** and **MM- CUL-9** will ensure that impacts to resources that may be uncovered during construction would be **less than significant with mitigation incorporated**.

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

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

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

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

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

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

the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.

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

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

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

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

Less-Than-Significant Impact. The records search and pedestrian survey did not indicate a likelihood of encountering human remains during project construction. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are discovered, the County of San Diego coroner must be immediately notified, and no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains may occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the County coroner determines that the remains are, or are believed to be, Native American, they should follow all required protocols according to California Public Resources Code Section 5097.98. The project would be required to comply with California Health and Safety Code Section 7050.5 and would implement the City's standard mitigation measure MM-CUL-9, which would ensure that any potential impacts to human remains, including those interred outside of formal cemeteries, would be **less than significant**.

3.6 Energy

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

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

Less-Than-Significant Impact. Implementation of the project would result in energy use for construction including use of electricity, natural gas, and petroleum-based fuels. The electricity and natural gas used for construction of the proposed project would be temporary. The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along Sleeping Indian Road. The purpose of the project is to address the flooding issues caused by the existing culverts. The existing culverts are pipes under the road with unimproved inlets and outlets connected to dirt ditches. These inadequate structures fail to manage stormwater effectively, leading to frequent flooding and associated damage. The proposed project involves constructing new, larger culverts designed to enhance drainage capacity and mitigate flooding. By improving the flow of water through these upgraded culverts, the project aims to protect the roadway and surrounding areas from water damage, ensuring safer and more reliable infrastructure for the community. Operation of the project would not consume energy.

The project's impact on energy resources is discussed below for construction. Energy consumption (electricity, natural gas, and petroleum consumption) was estimated using CalEEMod data from the air quality and greenhouse gas (GHG) emissions assessment. For further detail on the assumptions and results of the energy analysis, please refer to Appendix A, Air Quality and Greenhouse Gas Emissions Output Files.

Construction

Electricity

Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities would require electricity, including the conveyance of water that would be used for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. San Diego Gas and Electric (SDG&E) is the electricity provider to the project sites and provided approximately 17,445 gigawatt-hours of electricity in 2020 (CEC 2016). Overall, construction activities associated with the project would require limited electricity consumption that would not be expected to have an adverse impact on available SDG&E electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Natural Gas

Natural gas is not anticipated to be required during project construction. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would have a negligible contribution to the project's overall energy consumption.

Petroleum

Petroleum-based fuel usage represents most energy consumed during construction. Petroleum fuels would be used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery and haul truck trips (e.g. hauling of material to project sites).

Fuel consumption from construction equipment and vehicles was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. All off-road equipment and hauling and vendor trucks are assumed to be diesel, while worker vehicles are assumed to be gasoline. Construction is estimated based on the construction schedule assumed in Section 3.3, Air Quality. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2021). The estimated fuel usage from construction of the project is shown in Table 3.6-1.

Table 3.6-1 Estimated Construction Fuel Use

Construction Year	Fuel Use (Gallons)		
	Off-Road Equipment (Diesel)	On-Road Trucks (Diesel)	On-Road Workers (Gasoline)
Total (2025-2027)	4,458	679	565

Notes: Conversion factors from The Climate Registry 2021.
See Appendix A for complete results.

As shown in Table 3.6-1, the project is estimated to consume 5,702 gallons of petroleum (diesel and gasoline) during the construction phase. The project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes, which would minimize fuel consumption. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to project construction would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. Therefore, because petroleum use during construction would be temporary and relatively minimal, and would not be wasteful or inefficient, impacts would be **less than significant**.

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

Less-Than-Significant Impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Implementation of the project would result in energy use for construction only. Additionally, as discussed in Section 3.8, Greenhouse Gas Emissions, the project would not conflict with the City's Climate Action Plan (CAP), which was adopted in 2019 to achieve resource efficiency, including energy. The project would also not conflict with CARB's Scoping Plan for Achieving Carbon Neutrality, which identifies several strategies to reduce GHG emissions through energy efficiency (CARB 2022). As such, implementation of the proposed project would not conflict with applicable plans for energy efficiency, and the impacts during construction and operation would be **less than significant**.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

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

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-Than-Significant Impact. The project sites are located within a seismically active region of Southern California; however, the project sites are not located within an Alquist–Priolo Earthquake Fault Zone (DOC 2024c). The closest fault zone is the Wildomar Fault, located approximately 15 miles north of the project sites (DOC 2024c). The project would involve replacement of existing

culverts along North River Road and Sleeping Indian Road, which the construction or operation of would not directly or indirectly increase or exacerbate the potential for fault rupture. The project would not contain habitable structures or other structural development intended for human occupancy. Compliance with applicable seismic design requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, the project would not directly or indirectly cause potential adverse effects involving rupture of a known earthquake fault, and impacts would be **less than significant**.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact. As stated in Section 3.7(a), the project sites are located within a seismically active region of Southern California; however, the project sites are not located within an Alquist–Priolo Earthquake Fault Zone (DOC 2024c). The project would involve replacement of existing culverts along North River Road and Sleeping Indian Road, which the construction or operation of would not directly or indirectly exacerbate the potential for strong seismic ground shaking. The project would contain no habitable structures or other structural development intended for human occupancy. Compliance with applicable seismic design requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, the project would not directly or indirectly cause potentially substantial adverse effects involving strong seismic ground shaking, and impacts would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Ground failure is a secondary effect of ground shaking and can include landslides, liquefaction, lurching, and differential settlement. Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. Liquefaction occurs when saturated and poorly consolidated granular material is shaken during an earthquake and is transformed into a fluid-like state.

According to maps obtained through the California Department of Conservation and California Geological Survey, the project sites are not located within a designated liquefaction zone (DOC 2024c). Additionally, the project would not include habitable structures or other structural development intended for human occupancy. Therefore, the project would not directly or indirectly cause potential adverse effects involving liquefaction, and impacts would be **less than significant**.

iv) Landslides?

No Impact. Landslides typically occur on moderate to steep slopes that are affected by such physical factors as slope height, slope steepness, shear strength, and orientation of weak layers in the underlying geologic units. The project sites and surroundings are generally flat, with soils stabilized by development and landscaping. Therefore, the project would not result in the creation of moderate to steep slopes that may become susceptible to landslides and **no impact** would occur.

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

Less-Than-Significant Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion at the project sites. Demolition of the existing culverts would require trenching and excavation of earth material, existing piping, and the existing foundation, and would require use of an excavator and/or backhoe. During these construction activities, soil disturbance could potentially result in erosion and loss of topsoil; however, the project would implement construction BMPs adopted by the Storm Water Quality Management Plan (SWQMP) in accordance with the San Diego County RWQCB. Implementation of construction BMPs would result in a **less-than-significant impact** to substantial soil erosion or the loss of topsoil.

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

Less-Than-Significant Impact. See Sections 3.7(a)(iii) and 3.7(a)(iv.). As discussed in Section 3.7(a)(iv), the project sites are not located in an area susceptible to landslides. Further, although located in a seismically active region of Southern California, activities proposed at the project sites involve replacement of existing drainage culverts. Therefore, due to limited construction at the site, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse and impacts would be **less than significant**.

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

Less-Than-Significant Impact. Expansive soils are characterized by shrink/swell properties that over time can lead to cyclical volumetric changes that can damage structures such as building foundations and roadways. The project would not involve construction of any habitable structures or other built elements that would be considered susceptible to adverse effects from expansive soils. Therefore, the potential impact related to expansive soils would be **less than significant**.

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

No Impact. The project would not result in the construction of septic tanks or alternative wastewater disposal systems. No impacts would occur.

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

Less-Than-Significant Impact. Ground-disturbing activities associated with the project would include grading and excavations at less than depths of 10 feet. According to the City's Onward Oceanside Draft EIR, the project sites have no paleontological sensitivity and low paleontological sensitivity (City of Oceanside 2024c). Some areas at the project sites are classified as having low paleontological sensitivity at excavation depths between 0 and 10 feet, but high sensitivity when the depth of excavation exceeds 10 feet. Project excavation at each of the sites would not exceed 5 to 10 feet; therefore, the project sites in these areas

would have low sensitivity. Given the limited depth of excavation and the low sensitivity of the sites at these depths, the proposed project would not be expected to result in significant impacts to paleontological resources. Impacts would be **less than significant**.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-Than-Significant Impact. GHGs are gases that absorb infrared radiation (i.e., trap heat) in the Earth's atmosphere. The trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere), is referred to as the "greenhouse effect," and is a natural process that contributes to the regulation of the Earth's temperature, creating a livable environment on Earth. The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. Human activities that generate and emit GHGs into the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the Earth's system (e.g., temperature, precipitation, wind patterns), which are collectively referred to as climate change. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA

Guidelines Section 15364.5). The primary GHGs that would be emitted by project-related construction include CO_2, CH_4, and N_2O.[2] The project would not result in operational GHG emissions.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare each GHG's ability to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As the lead agency, the City has the discretion to choose the significance threshold for discretionary projects. The analysis includes a consistency assessment with the with the City's CAP adopted in May 2019 and the May 2023 Policy Directive regarding CEQA GHG Impact Analysis. The City's 2023 Policy Directive indicates that projects that exceed 900 MT CO_2e (the generally accepted "bright-line" threshold) must demonstrate that associated GHG emissions fall below the CAP-aligned thresholds of significance, as described below:

- Projects that will be implemented prior to 2020 must show that GHG emissions related to both construction and operation will not exceed 4.0 MT CO_2e/service population per year.
- Projects that will be implemented after 2020 and prior to end of 2025 must show that GHG emissions related to both construction and operations will not exceed 3.5 MT CO_2e/service population per year.
- Projects that will be implemented after 2025 must show that GHG emissions related to both construction and operations will not exceed 3.0 MT CO_2e/service population per year.

The project's GHG significance may also be assessed utilizing the CAP Consistency Checklist to evaluate the significance of the project's GHG emissions. The Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved. New development projects that do not meet the 900 MT CO_2e bright-line threshold or the above GHG efficiency thresholds will need to incorporate all applicable CAP measures to demonstrate consistency with the CAP.

The analysis for compliance with regulatory programs only applies to the individual area addressed by the regulatory program. If the project is determined to have GHG emissions less than 900 MT CO_2e per year, then the project's cumulative contribution of GHG emissions would be considered less than significant. Conversely, if the project is determined to exceed the 900 MT CO_2e per year threshold, then the project would be compared to an efficiency metric of 3.0 MT CO_2e per service population per year, to evaluate the potential for the project to result in a significant GHG emissions impact.

[2] Emissions of hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are generally associated with industrial activities, including the manufacturing of electrical components and heavy-duty air-conditioning units and the insulation of electrical transmission equipment (substations, power lines, and switchgears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, or nitrogen trifluoride in measurable quantities.

Construction Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road vendor trucks, and worker vehicles.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3, Air Quality. Construction of the project was assumed to commence in July 2026 with completion in November 2027. Table 3.8-1 presents construction emissions for the project.

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons				
2026	30.2	<0.005	<0.005	0.01	30.5
2027	26.8	<0.005	<0.005	0.01	27.0
				Total	**57.5**
				20-Year Amortized Construction Emissions (MT CO_2e per year)	**2.88**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerants; CO_2e = carbon dioxide equivalent; MT = metric ton. See Appendix A for complete results.

As shown in Table 3.8-1, the estimated total GHG emissions during construction would be approximately 58 MT CO_2e. Estimated project-generated construction emissions amortized over 20 years would be approximately 3 MT CO_2e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Emissions

The project involves the replacement of four existing drainage culverts located north of the San Luis Rey River, including three along North River Road and one along Sleeping Indian Road. The purpose of the project is to address the flooding issues caused by the existing culverts. The existing culverts are pipes under the road with unimproved inlets and outlets connected to dirt ditches. These inadequate structures fail to manage stormwater effectively, leading to frequent flooding and associated damage. The proposed project involves constructing new, larger culverts designed to enhance drainage capacity and mitigate flooding. By improving the flow of water through these upgraded culverts, the project aims to protect the roadway and surrounding areas from water damage, ensuring safer and more reliable infrastructure for the community. Operation of the project would not generate GHG emissions.

To determine significance, amortized construction emissions are added to zero operational emissions, resulting in 3 MT CO_2e per year. Therefore, the project's estimated GHG emissions would not exceed the 900 MT CO_2e screening threshold and the project's GHG emissions would be **less than significant**.

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

Less-Than-Significant Impact. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Applicable plans for the proposed project sites include the City General Plan, the City CAP, the SANDAG Regional Plan, and the CARB 2022 Scoping Plan. Each of these plans is described below along with an analysis of the proposed project's potential to conflict with the related GHG emission reduction goals.

Consistency Analysis with City of Oceanside General Plan

Because the project involves the replacement of four existing drainage culverts and does not impact operational traffic or area growth, the project also would not conflict with the goals set forth in the City's General Plan Environmental Resource Management Element, Land Use Element, and Circulation Element that are designed to reduce the emissions of GHGs, reduce energy use in buildings and infrastructure, and promote the use of renewable energy sources, conservation, and other methods of efficiency.

Consistency with the City of Oceanside's Climate Action Plan

The City prepared a GHG emissions inventory and a CAP, both of which inform the E-CAP (City of Oceanside 2019). The City's Final CAP was adopted on May 8, 2019. The CAP demonstrates that, with implementation of applicable General Plan objectives and policies, coupled with state and federal actions and execution of CAP measures and actions, the City will reduce GHG emissions in alignment with state goals established by Senate Bill (SB) 32 and maintain a trajectory to meet its proportional share of the 2050 state target identified in Executive Order (EO) S-3-05. Because the project would result in total GHG emissions that would not exceed the bright-line threshold of significance for GHG emissions impacts, 900 MT annually, the project would not conflict with the City's CAP.

Consistency with the SANDAG Regional Transportation Plan

At the regional level, the SANDAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the San Diego region (SANDAG 2021). The RTP/SCS is not directly applicable to the project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout San Diego County, as stipulated under SB 375. CARB has recognized that the approved RTP/SCS is consistent with SB 375. The SANDAG Regional Plan is generally consistent with the local government plans. Because the project involves the replacement of four existing drainage culverts and does not impact operational traffic or regional growth, it would not result in growth that would conflict with the SANDAG RTP/SCS. Based on the preceding, the project would not conflict with the SANDAG RTP/SCS.

Consistency with Senate Bill 32, Assembly Bill 1279, Executive Order S-3-05, and Assembly Bill 1279

EO S-3-05 identified the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum

technologically feasible and cost-effective GHG emissions reductions, must ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. Assembly Bill (AB) 1279 establishes a policy for the state to achieve net-zero GHG emissions no later than 2045, and for statewide anthropogenic GHG emissions to be reduced to at least 85% below 1990 levels by 2045.

Each Scoping Plan builds upon the successful framework established by the initial Scoping Plan and subsequent updates, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets increasingly stringent GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2022). The Scoping Plan updates have continued to express optimism in meeting future year targets of 2050 and 2030, as evaluated in the 2014 and 2017 Scoping Plans (respectively), and most recently, the 2045 goal addressed in the 2022 Scoping Plan under EO B-55-18, which AB 1279 codified and expanded on.

Although there are no established protocols or thresholds of significance for that future year analysis, CARB forecasted in the 2014 Scoping Plan that compliance with the current Scoping Plan would put the state on a trajectory of meeting the long-term 2050 GHG goals, although the specific path to compliance was unknown at the time (CARB 2014). The 2017 Scoping Plan outlined a strategy to achieve the 2030 GHG reduction target. The proposed scenario in the 2022 Scoping Plan lays out a path not just to carbon neutrality by 2045, but also to the 2030 GHG emissions reduction target (CARB 2022). The modeling indicates that, if the plan described in the proposed scenario is fully implemented, and done so on schedule, the state is on track to reduce its emissions to 260 MMT CO_2e by 2030 (CARB 2022).

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the low-carbon fuel standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (Low-Carbon Fuel Standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Overall, the project as a culvert replacement project would not conflict with the Scoping Plan to the extent applicable and required by law and would not conflict with CARB's 2017 or 2022 Scoping Plan updates or with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

The project would not interfere with implementation of any of the above-described GHG reduction goals because the project would not exceed the 900 MT CO_2e threshold of significance for GHG emissions impacts. Therefore, impacts related to GHG emissions would be **less than significant**.

3.9 Hazards and Hazardous Materials

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

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

Less-Than-Significant Impact. Construction of the project would not require extensive or ongoing use of acutely hazardous materials or substances. Project activities would involve limited transport, storage, use, and disposal of hazardous materials, including fueling and servicing construction equipment on site, and

transporting fuels, lubricating fluids, and solvents. These types of materials, however, are not acutely hazardous, and the use, storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency, California Environmental Protection Agency, and Occupational Safety and Health Administration.

Once construction is complete, no hazardous materials would be located within the project sites. Should maintenance of the culverts require the use of hazardous materials or heavy equipment that contains petroleum fuels, oils, or lubricants, similar precautions would take place as during construction. Therefore, the project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be **less than significant**.

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

Less-Than-Significant Impact. As discussed in Section 3.9(a), hazardous materials that would be used for the culvert replacements are not considered acutely hazardous and are used routinely for construction and renovation projects. Further, these materials would be transported, stored, and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Construction staff would be trained in spill and release response, as applicable. For these reasons, construction of the project is not anticipated to create a significant hazard to the public or environment due to upset and accident conditions. Should maintenance of the culverts require the use of hazardous materials or heavy equipment that contains petroleum fuels, oils, or lubricants, similar precautions would take place as during construction. Potential quantities of hazardous materials would be relatively small, and therefore the risk of release would be low. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be **less than significant**.

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

Less-Than-Significant Impact. Mission Vista High School is approximately 0.2 miles south of Culverts 2–4, located along North River Road. However, as detailed in Sections 3.9(a), 3.9(b), and 3.9(d), impacts related to the handling of hazardous materials, substances or wastes would be less than significant. Construction and operation of the project would involve relatively small amounts of hazardous substances. These materials are used routinely throughout urban environments for construction projects and would not pose a significant risk to the public or environment. Additionally, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Therefore, impacts to schools within 0.25 miles of the project sites would also be **less than significant**.

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

No Impact. DTSC maintains a Hazardous Waste and Substances Sites List (Cortese List). Government Code Section 65962.5(a) requires the list be updated at least annually to reflect new information regarding previously listed sites or new sites requiring response action (CalEPA 2025). The DTSC is responsible for a portion of the information contained in the Cortese List. According to the DTSC's EnviroStor database, no sites or facilities are located within or adjacent to the culvert locations. The nearest identified site is HI Hope Ranch High School, a School Investigation with no further action needed, located approximately 0.95 miles south of Culvert 2 (DTSC 2025). Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List. The State Water Resources Control Board's GeoTracker database identifies leaking underground storage tanks, waste discharge sites, oil and gas sites, and other waste or cleanup sites. A review of GeoTracker did not identify any sites or facilities within or adjacent to the culvert locations. The nearest identified site with open-site assessment status is the San Luis Rey Restoration/Mitigation Bank (ID No. T10000005268), a Cleanup Program Site, located approximately 0.30 miles southeast of the Culvert 2 (SWRCB 2025). These hazardous materials sites are located at adequate distances from the project sites such that they would be of no concern to present a worker hazard for construction crews. Therefore, **no impact** would occur.

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

No Impact. The project sites are not located within 2 miles of a public airport or within an airport land use plan (City of Oceanside 2010b, 2010c). Oceanside Municipal Airport is approximately 5 miles west of the project sites, and McClellan–Palomar Airport is approximately 9 miles southwest of the project sites. Therefore, **no impact** would occur.

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

Less-Than-Significant Impact. The project sites are located within the City of Oceanside, in north San Diego County. The City has adopted an Emergency Operations Plan that identifies evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations (City of Oceanside 2016). Implementation of the project would require temporary partial road closures on North River Road and Sleeping Indian Road during construction. To ensure emergency access on North River Road and Sleeping Indian Road during construction activities, a temporary traffic management plan would be prepared that would include identifying an alternate access route. The traffic management plan would be prepared by the City. Additionally, equipment and materials would be stored at a staging area on site and would not impact daily traffic such that it could impede evacuation efforts of local communities. Therefore, there would be no interference or impairment of any emergency response or emergency evacuation plans, and impacts would be **less than significant**.

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

Less-Than-Significant Impact. The project sites are not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2024). The project would not substantially change any existing conditions at the project sites that could exacerbate existing fire risk or expose people or structures to significant risk related to wildland fires. Thus, culvert replacement would not create a substantial risk of fire ignition. Therefore, impacts would be **less than significant**.

3.10 Hydrology and Water Quality

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

Less-Than-Significant Impact. The project is located adjacent to the San Luis Rey River. Construction of the project would involve ground-disturbing activities for grading that could result in sediment discharge in stormwater runoff. Additionally, construction would involve the use of oil, lubricants, and other chemicals that could be discharged from leaks or accidental spills. These potential sediment and chemical discharges during construction would have the potential to impact water quality in receiving water bodies. However, the project would be required to implement a SWQMP in concurrence with the RWQCB. Implementation of the SWQMP would include construction BMPs to ensure that water quality standards are met and that runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. Through the incorporation of BMPs through implementation of SWQMP requirements, impacts associated with water quality standards during construction would be **less than significant**.

Operation of the project is anticipated to reduce required maintenance on the culvert because the improved design would allow for better water flow and reduced erosion, which would mitigate flooding that occurs under existing conditions. Therefore, a **less-than-significant impact** would occur during operations.

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

Less-Than-Significant Impact. The project sites are located adjacent to the San Luis Rey River watershed. The project would not entail temporary or permanent use of groundwater, and, thus, would not deplete groundwater within the project vicinity. The replacement of the culverts would improve drainage conditions and would not impede groundwater recharge. In addition, the project would not introduce occupants to the site, and no water supplies would be needed. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and a **less-than-significant impact** would occur.

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

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

Less-Than-Significant Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion

at the project sites. Construction activities at the project sites would result in ground alteration that could create the potential for erosion to occur. As stated above in Impact 3.10 (b), the project would be required to implement a SWQMP, which would include construction BMPs to minimize potential erosion. Additionally,, construction activities would be temporary, and the project sites would be restored to existing conditions upon completion. Implementation of the project would allow for better water flow at the existing culverts, so drainage conditions would improve and the potential for erosion would be reduced. Therefore, a **less-than-significant impact** would occur.

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

Less-Than-Significant Impact. The project would result in minimal ground disturbance during construction and replacement of the existing culverts. The project would not introduce additional impervious ground surface that could result in an increased rate or amount of runoff. Upon completion, the project would ensure improved drainage flows which would protect against flooding. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site and a **less-than-significant impact** would occur.

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

No Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion at the project sites. The project does not include activities that would create or contribute runoff water or provide substantial additional sources of polluted runoff. Once completed, the project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and **no impact** would occur.

iv) Impede or redirect flood flows?

No Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion at the project sites. Therefore, the project is anticipated to improve flood flows upon completion and would not impede or redirect flood flows. **No impact** would occur.

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

No Impact. According to the Flood Insurance Rate Maps produced by the Federal Emergency Management Agency (FEMA), Culvert 1 is located within a FEMA flood zone X, which indicates a low-risk area, and Culverts 2–4 are located within a FEMA flood zone AE, indicating a high-risk Special Flood Hazard Area (FEMA 2008). The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion at the project sites. The project does not consist of development that would risk the release of pollutants due to inundation. Additionally, the project sites are located outside of the tsunami hazard area and seiches do not pose a hazard to the project sites (DOC 2025).

Therefore, the project would not risk release of pollutants due to project inundation, and **no impact** would occur.

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

Less-Than-Significant Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion at the project sites. The replacement of the existing drainage culverts would not impede groundwater recharge. In addition, the project would not introduce occupants to the sites, so no water supplies would be needed. Thus, the project would not result in the use of groundwater supplies that would result in conflicts with a sustainable groundwater management plan. In addition, the project would comply with regional and local regulations related to water quality and would not obstruct existing water quality control plans. Impacts would be **less than significant**.

3.11 Land Use and Planning

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

a) Would the project physically divide an established community?

No Impact. The project sites are located along portions of Sleeping Indian Road and North River Road and are not within an established community. The project would involve replacements of existing drainage culverts and does not include components that would serve as a physical division of an established community. **No impact** would occur.

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

No Impact. The project sites surrounding land are designated in the City's General Plan as Agriculture and zoned as Agriculture (City of Oceanside 2024a). The project would involve replacing existing drainage culverts and would not result in a change to land uses. Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and **no impact** would occur.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the City's general plan, two major areas of mineral deposits lie within the City. The San Luis Rey River Basin contains non-construction-quality sand and construction-quality sand suitable for concrete and plaster. The second major area is a mineral deposit north of Oceanside Boulevard, consisting primarily of silica sand used for glass manufacturing. While the San Luis Rey River Basin does contain a large amount of material suitable for extraction, most of the sand deposits are within the urbanized City and are classified as unavailable (City of Oceanside 2002b).

The project's short-term construction activities and permanent operation would not result in the loss of availability of the known mineral resources within the San Luis Rey River Basin. Therefore, the project would not involve activities that would impact areas of known mineral resources or mineral recovery sites, and **no impact** would occur.

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

No Impact. As stated in Section 3.12(a) the project would involve short-term and temporary construction activities and would not result in a loss of availability of locally important mineral resources. **No impact** would occur.

3.13 Noise

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

Environmental Setting

Noise impacts from the proposed construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

The project sites are located along portions of North River Road and Sleeping Indian Road, which are surrounded by Agricultural uses to the north, east, and west, and open space and residential uses to the south. The closest sensitive receptors near the project sites are residential communities located approximately 0.2 miles south of Culverts 2–4, and Mission Vista High School, which is approximately 0.2 miles south of Culverts 2–4. The residential communities and Mission Vista High School are separated from North River Road by open space and the San Luis Rey River.

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

Less-Than-Significant Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would generate a temporary increase in noise during demolition, grading, construction, and paving. Project construction activities would comply with the City's Noise Control Ordinance (Chapter 38 of the City's Municipal Code) and the City's General Plan Noise Element, which limits construction activities to daytime hours (7:00 a.m. to 6:00 p.m. Monday through Friday, or from 8:30 a.m.

to 4:30 p.m. on Saturday). Once construction is completed, the project sites would continue to operate as drainage culverts. The continued operation of drainage culverts would not result in a permanent increase in ambient noise levels. Therefore, a **less-than-significant impact** would occur.

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

Less-Than-Significant Impact. Construction activities required for the project are not anticipated to generate excessive groundborne vibrations or noise levels. There are no residences or other vibration-sensitive uses within 50 feet of the project's construction sites. Therefore, construction-related vibration impacts would be **less than significant**.

The project's operations would not include components that would have the potential to generate vibration perceptible to adjacent properties; therefore, **no operational vibration impacts** would occur.

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

No Impact. The project sites are not located within 2 miles of a public airport or within an airport land use plan (City of Oceanside 2010b, 2010c). Oceanside Municipal Airport is approximately 5 miles west of the project sites, and McClellan–Palomar Airport is approximately 9 miles southwest of the project sites. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

3.14 Population and Housing

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

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

No Impact. Construction of the project would result in a small number of temporary construction jobs, which would be filled by the regional job market. The project would involve replacing existing drainage culverts and would not result in the need for additional employes. Therefore, the project would not result in direct population growth through introduction of new jobs, homes, or businesses. The project would not increase or expand water utilities in a way that could indirectly induce population growth. The project would not result in the extension of roads or other infrastructure, which could indirectly induce population growth. Therefore, **no impact** would occur regarding unplanned population growth.

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

No Impact. The project would involve replacing four existing drainage culverts along North River Road and Sleeping Indian Road. The project would not result in displacement of existing housing and would not result in impacts to housing or necessitate the construction of replacement housing. Therefore, the project would not displace any people or result in the need for replacement housing, and **no impact** would occur.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) 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?	☐	☐	☐	☒

a) 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?

No Impact. As discussed in Section 3.14, Population and Housing, the project would not induce substantial unplanned population growth in the area. As such, construction, operation, and maintenance of the project would not require new or physically altered facilities associated with fire protection, police protection, schools, parks, or other public facilities. Therefore, **no impacts** would occur.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
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. The project sites are located along portions of North River Road and Sleeping Indian Road and involve replacing the existing draining culverts. The project would not result in an increased use of existing neighborhood and regional parks or other recreational facilities. **No impact** would occur.

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. The project sites would not include recreational facilities, nor would the project require the construction or expansion of recreational facilities. **No impact** would occur.

3.17 Transportation

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

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

Less-Than-Significant Impact. Construction of the project would occur within the public right-of-way along portions of North River Road and Sleeping Indian Road, which would result in temporary, short-term increases in traffic during construction activities. The City's General Plan Circulation Element provides goals, objectives, and policies to maintain and improve the City's transportation system and enhance travel choices for current and future residents, visitors, and workers (City of Oceanside 2012). According to the Circulation Element, North River Road and Sleeping Indian Road are Collector Roads, and public transportation routes are not supported on North River Road or Sleeping Indian Road (City of Oceanside 2012). Additionally, North River Road is classified as a Class 3 Bike Route, meaning that bicycles share the right-of-way with on-road vehicles (City of Oceanside 2012).

The project would prepare a traffic control plan to be approved by the City. Following construction activities, the project would operate the same as existing conditions. Therefore, the project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system and a **less-than-significant impact** would occur.

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

Less-Than-Significant Impact. With the implementation of SB 743, the California Governor's Office of Planning and Research has issued guidance that replaces level of service with a metric based on vehicle miles traveled (VMT) to measure transportation impacts. Projects that reduce or result in no change to VMT are assumed to cause a less-than-significant transportation impact.

The project would consist of the replacement of four existing culverts with four new larger culverts and replacement of the road surface once the culvert construction is complete. The project would not result in a permanent change in the transportation network, because the proposed project is not associated with uses that would result in increased vehicle trips; and, therefore would not result in a change to VMT.

The California Governor's Office of Planning and Research guidance does not address the potential for VMT increases during temporary construction phases. Construction of the project would result in a temporary increase in traffic as a result of construction-related workforce traffic, but the project would not generate a significant number of daily or peak-hour trips. Further, once construction is completed, construction-related traffic would cease and VMT levels would return to pre-project conditions. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) and impacts would be **less than significant**.

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

No Impact. Construction activities would be limited to small work areas along North River Road and Sleeping Indian Road. Temporary road closures would be required at the project sites during construction; however, a traffic control plan would be implemented as part of the project to ensure vehicle right-of-way access and safety. The project would not involve the construction of any new permanent roads or modification to existing roads; therefore, it would not create any hazards due to a geometric design feature, nor would it result in incompatible uses. **No impact** would occur.

d) Would the project result in inadequate emergency access?

Less-Than-Significant Impact. Construction of the project would occur within small work areas in the public right-of-way along portions of North River Road and Sleeping Indian Road. Work would require temporary lane closures and the presence of heavy equipment operating in and staged next to the roadways during project construction. To ensure adequate emergency access, a temporary traffic control plan would be developed and implemented. Therefore, there would be no interference or impairment of emergency access, and impacts would be **less than significant**.

3.18 Tribal Cultural Resources

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

The evaluation of potential impacts on tribal cultural resources (TCRs) is based on the findings resulting from tribal consultation conducted by the City, as the lead agency, as well as the findings of Section 3.5, Cultural Resources, in this MND. Background research conducted to inform this analysis includes a California Historical Resources Information System database records search conducted at the South Coastal Information Center, a search of the NAHC SLF, a review of historical topographic maps and aerial photographs, a cultural resources intensive pedestrian survey of the project sites, and the results of formal tribal consultation completed by the City pursuant to California AB 52.

Native American Heritage Commission Sacred Lands File Search

Dudek requested an NAHC search of the SLF for the project sites and a 1-mile radius on December 6, 2024. The SLF consists of a database of known Native American resources. These resources may not be included in the South Coastal Information Center database. NAHC replied via email on December 26, 2024, stating that the SLF search was completed with negative results. Negative results indicate there is not a presence of Native American cultural resources within 1 mile of the project site and not necessarily directly within the project site. Additionally, NAHC provided a list of 34 California Native American tribal representatives that should be contacted for more information on potential tribal sensitivities regarding the currently proposed project.

Assembly Bill 52 Consultation Outreach

AB 52 of 2014 amended California Public Resources Code Section 5097.94 and added California Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. California Public Resources Code Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe. A TCR fulfills one of the following requirements:

- Is on the California Register of Historical Resources or a local historic register
- Is eligible for the California Register of Historical Resources or a local historic register
- Is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project site, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, MND, or EIR by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1(b)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the California Public Resources Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (California Public Resources Code Section 21080.3.2[a]). Finally, the environmental document on which the tribal consultation is focused, as well as the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (California Public Resources Code Section 21082.3[a]).

The project is subject to compliance with AB 52 (California Public Resources Code Section 21074), which requires consideration of impacts on TCRs as part of the CEQA process and that the lead agency notify California Native American tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. Four California Native American tribal representatives identified on the City's AB 52 contact list were sent letters from the City on June 30, 2025. The notification letters contained a project description, a project location map, an outline of AB 52 timing, an invitation to consult, and contact information for the appropriate lead agency representative. AB 52 allows tribes 30 days after receiving notification to request consultation. Follow-up emails were sent to the four California Native American tribal representatives on August 28, 2025 for responses. If a response is not received within the allotted 30 days, it can be assumed that consultation is declined. Table 3.18-1 summarizes the AB 52 consultation efforts for the project thus far.

Table 3.18-1. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Consultation Record
John Pepper (Deputy Tribal Historic Preservation Officer) Shasta Gaughen (Tribal Historic Preservation Officer), Pala Band of Mission Indians	A meeting was held on July 24, 2025. A request was made to review the Cultural Resources Report and to follow up with mitigation measures. However, no responses were received to date after following up.
Temet Aguilar, Chairperson, Pauma Band of Luiseño Indians	No response received to date.
Cheryl Madrigal (Cultural Resources Manager/Tribal Historic Preservation Officer); Shuuluk Linton (Tribal Historic Preservation Coordinator); Jennifer Pahua (Cultural Resources Department Coordinator), Rincon Band of Luiseño Indians	A letter was sent to the City on July 11, 2025 regarding the Project and requesting materials. The City provided the requested materials on July 14, 2025. However, no responses were received to date after following up to schedule a meeting.
Carmen Mojado, Cultural Resource Management Specialist and Project Director, San Luis Rey Band of Mission Indians	A meeting was requested on August 29, 2025. However, no responses were received to date after following up to schedule a meeting.

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

a) ***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. As discussed in Section 3.5, Cultural Resources, no previously recorded archaeological resources of Native American origin or tribal cultural resources (TCRs) listed in the California Register of Historical Resources or a local register were identified within the Project sites as a result of the South Coastal Information Center records, and the NAHC SLF results were negative. Additionally, the City notified California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the Project pursuant to AB 52. No TCRs were identified as a result of information provided from consulting tribes. Therefore, the Project would not adversely affect TCRs that are listed or eligible for listing in the state or local register, and **no impact** would occur.

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-Than-Significant Impact. The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native American Tribal representatives that have requested such notifications. While the City has not identified any TCRs within the project sites that would warrant discretionary designation of a resource as a TCR through tribal consultation under AB 52, the City

understands that there is a potential to encounter intact cultural deposits to exist within native soils. Moreover, given that the project sites are within proximity to the San Luis Rey River, there is potential for the project sites to be buried in alluvial and flood deposits. Although no TCRs have been identified within the Project sites, there is the potential for identifying previously unknown TCRs during proposed Project construction. If Project construction activities were to affect previously unknown TCRs in a manner that would damage their cultural value, a significant impact could result. To ensure project development would not result in potential impacts to cultural resources or TCRs, the project would implement the City's standard mitigation measures **MM-CUL-1** through **MM-CUL-9**, outlined in the Cultural Resources section above. Implementation of **MM-CUL-1** through **MM-CUL-9** would ensure that potential impacts to TCRs would remain less than significant.

3.19 Utilities and Service Systems

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

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

Less-Than-Significant Impact. The project would consist of the replacement of four existing culverts with four new larger culverts, which would allow for better water flow and reduced erosion. Replacement of the existing drainage culverts would not result or require in the relocation of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities that could cause significant environmental effects. Therefore, a **less-than-significant impact** would occur.

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

No Impact. The project would consist of the replacement of four existing culverts with four new larger culverts. Construction of the project would temporarily require a minor amount of water in compliance with South Coast Air Quality Management District Rule 403 to prevent, reduce, or mitigate fugitive dust emissions from construction activities. Operation of the project would not generate a demand for potable water and **no impact** would occur.

c) Would the project result in a determination by the waste water 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. The project would consist of the replacement of four existing culverts with four new larger culverts. Construction and operation of the project would not generate wastewater demand, and **no impact** would occur.

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

Less-Than-Significant Impact. The project would generate solid waste during construction such as residual waste, plastics, and soils. Construction-generated solid waste would be temporary and would cease once construction is completed. Additionally, the project would operate as four unmanned drainage culverts and would not generate any substantial additional solid waste beyond current conditions. Therefore, solid waste generated by the project would not exceed state or local standards and impacts would be **less than significant**.

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

Less-Than-Significant Impact. As discussed in Section 3.19(d), construction-generated solid waste would be temporary, and operation of the project would not generate substantially more solid waste than existing conditions. Solid waste generated by the project construction would be disposed of at designated landfill facilities under federal, state, and local regulation. Additionally, the project would be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, impacts related to state and local statutes governing solid waste would be **less than significant**.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

Less-Than-Significant Impact. According to the California Department of Forestry and Fire Protection, the project sites are not located within a Fire Hazard Severity Zone (CAL FIRE 2024). During temporary construction activities, the project would implement a traffic control plan and emergency access would not be limited. The project would operate as unmanned drainage culverts and would not substantially impair any adopted emergency response plan or emergency evacuation plan, and a **less-than-significant impact** would occur.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-Than-Significant. As stated in Section 3.20(a), the project sites are not located within a Fire Hazard Severity Zone (CAL FIRE 2024). The project would comply with Section 11.15 of the City's Municipal Code, which adopts the California Fire Code by reference. Chapter 33 of the California Fire Code outlines general fire safety precautions during construction and demolition that are intended to maintain minimum levels of fire protection and limit the spread of fire. The project would not include structures intended for long-term

occupancy. Furthermore, the project sites are relatively flat and would not influence prevailing winds or other factors that could exacerbate wildfire risk. Therefore, the project would not exacerbate fire impacts, and a **less-than-significant impact** would occur.

c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Less-Than-Significant Impact. As discussed previously, the project overall would not exacerbate fire risk. Construction would comply with California Fire Code requirements to manage and minimize fire risk during construction. Operation of the project would not involve potential sources for fire risk. Therefore, the project would not result in installation or maintenance of associated infrastructure that may exacerbate fire risk and impacts would be **less than significant**.

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

No Impact. The project would not pose a substantial risk for wildfire. The project sites are located on relatively flat land along portions of North River Road and Sleeping Indian Road and are not located within a Fire Hazard Severity Zone (CAL FIRE 2024). Additionally, the project would result in the continued operation of unmanned drainage culverts. The improvements to the drainage culverts would allow for better water flow and reduced erosion, thereby reducing potential for post-fire hazards related to drainage. Therefore, the project would not expose people or structures to significant risks and **no impact** would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

Less-Than-Significant Impact with Mitigation Incorporated. Potential impacts related to sensitive and special-status habitat, wildlife species, and plant species are discussed in Section 3.4, Biological Resources. As discussed in Section 3.4, all potentially significant impacts to biological resources would be reduced to a level below significance with incorporation of mitigation measures. The project would not substantially degrade the quality of the environment or impact fish and wildlife species or plant communities. As discussed in Section 3.5, potential impacts to cultural resources would be reduced to a level below significance with incorporation of mitigation measures. In addition, as discussed in Section 3.18, the project would not result in significant impacts to TCRs. The project would not eliminate important examples of the major periods of California history or prehistory. Overall, impacts would be **less than significant with incorporation of mitigation measures**.

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

Less-Than-Significant Impact with Mitigation Incorporated. As indicated in the analysis presented throughout Chapter 3 of this MND, the project would not result in significant impacts in any issue area that cannot be reduced by mitigation. Mitigation measures would reduce all impacts to below a level of significance. The project's impacts would also not combine with those of other future projects to create significant cumulative impacts. The project is located near two approved projects, North River Farms and a Conditional Use Permit (CUP19-0023) project zoned for cannabis cultivation, mixed light. North River Farms, which was approved in 2019, is a planned development project consisting of a General Plan

Amendment, Zoning Ordinance Amendment, Planned Development Plan, and Vesting Tentative Map, which will guide the development of a planned residential, mixed-use, sustainable community on 214.1 acres of land in the northeastern portion of the City along North River Road (Dudek 2019). It is likely that North River Farms will overlap with the project construction activities along North River Road. If the North River Farms and project construction overlap, coordination between the contractors and implementation of traffic control plans would reduce potential impacts to less than significant. Additionally, the project sites are located near four projects that are currently under review (City of Oceanside 2025). The project would not overlap with these projects, and impacts would be less than significant. Overall, cumulative impacts from the project would be **less than significant with mitigation incorporated**.

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

Less-Than-Significant Impact. The potential for adverse direct or indirect impacts on human beings was considered throughout Chapter 3 of this MND. Based on this evaluation, there is no substantial evidence that construction or operation of the project would result in a substantial adverse effect on human beings. Impacts would be **less than significant**.

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