DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE PAVILION AT OCEANSIDE
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SCH No. 2006111033

Prepared By:

The City of Oceanside
300 North Coast Highway
Oceanside CA 92054

And:

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019
(619)441-0144

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EXECUTIVE SUMMARY

I. PROJECT DESCRIPTION

The proposed project area is an approximately 92-acre parcel in the City of Oceanside, north of Mission Avenue and SR 76, and immediately east of Foussat Road. It is within Sections 7 and 18 of Township 11 South, Range 4 West on the USGS 7.5' San Luis Rey Quadrangle. The San Luis Rey River is north of the property, the Oceanside Municipal Airport is west, and single-family residential development is to the east.

A. Project Objective

The objectives of the proposed Pavilion at Oceanside are as follows:

1. To create a unique shopping center consisting of approximately 950,000 square feet that implements the City's designation of the site for Community Commercial land uses, providing a wide range of retail, entertainment, and community uses in conformance with City zoning requirements and General Plan land use goals and principles.

2. To create a destination shopping center providing a variety of unique shopping, dining, and entertainment opportunities that will serve Oceanside residents, persons visiting Oceanside, and that will attract shoppers from surrounding communities.

3. To facilitate productive and attractive re-use of the project site that is an abandoned drive-in movie theater currently being used for weekend swap meets.

4. To implement the General Plan's economic goals and principles by significantly enhancing the economic vitality of the City of Oceanside by providing additional revenues from this site through increased property taxes and sales taxes, increasing the City's opportunity to recapture its fair share of citizens' sales tax expenditures presently going to surrounding communities.

5. To implement the General Plan by creating additional employment opportunities, including temporary construction-related employment and permanent retail/property management-related employment, that will also contribute towards the City's achievement of a jobs/housing balance by providing additional employment opportunities without increasing housing stock within the City.

6. To create a development that is compatible with and does not interfere with the safety and function of the Oceanside Municipal Airport.

7. Provide a pedestrian-friendly "main street" lifestyle center combining small shops, restaurants, movie theaters, and recreational/health facilities in combination with larger retail outlets.

B. Project Features

The project application includes a Tentative Parcel Map, Development Plan, five Conditional Use Permits (a movie theater, health club, and three drive-through uses), and an Underground Waiver request for the existing high-voltage electrical transmission lines located on the site.

Tentative Parcel Map. The Tentative Parcel Map proposes to divide the approximately 92 gross acres of the project site into 10 parcels for leasing purposes, where each commercial parcel includes building, hardscape, landscape and parking areas.

The property is characterized by level ground and large areas of pavement remaining from the former drive-in theater. Project development would require the demolition of four existing structures associated with the former Valley Drive-In theater: a snack bar/projection room building, an office building, and two ticket booths. Four movie screens would be removed as well. Aside from the paved areas, the property has been greatly disturbed and is largely covered with weeds, with a few scattered trees and patches of shrubs.

Grading work will require approximately 459,000 cubic yards of fill to be imported to ensure appropriate drainage and underground utilities to serve the proposed development. Pending final certification by FEMA for the completed San Luis Rey River levee project, flood protection would be required for the project site until the FEMA flood map is certified. The fill would serve to provide this needed protection. As project development would increase the amount of impervious surface area on-site, Best Management Practices (BMPs) have been prepared to avoid and minimize impacts to water quality and have been incorporated into the project design. Landscaped swales for example, have been incorporated into the site plan to collect and filter runoff from stormwater, working in conjunction with other on-site drainage facilities for retention and water quality purposes.

Although numerous overhead existing high voltage and underground utilities cross the property, site access, circulation, and parking were designed to completely avoid all overhead utility poles. In addition, buildings and site improvement plans have been designed with respect to necessary easements throughout the site.

The proposed project will include a City-owned parcel consisting of approximately 1.95 acres. This parcel is located at the northeast corner of the SR 76/Foussat Road intersection, and is situated within the airport runway protection zone. As such, this parcel will be used exclusively for parking, landscaping and signage purposes. The use of this parcel is subject to a future lease agreement between the City and the applicant. The City also has a water well designated for placement within this parcel. Although the exact well location is not known at this time, the

aforementioned uses proposed on the parcel can accommodate the well at some point in the future. The well will be used to extract groundwater which will be treated at the Mission Basin Groundwater Treatment Facility located north of the project site.

The proposed project would be accessible from eight separate entrances, allowing access from three different roads: North Foussat Road, Mission Road, and Pala Road. Major entries would be via signalized intersections at North Foussat Road and Mission Avenue and frontage improvements would be constructed along these roadways. Of the eight entrances, three would be signalized. These include the existing signalized access located on Mission Avenue and two proposed off Foussat Road (one at Alex Road and one at the main entry to support turning movements at the existing bridge). Another "right-in, right-out" access is proposed on Foussat Road. Pala Road, designated as a secondary arterial in the City's Circulation Element, would be dedicated and fully improved along the western project frontage. The project's full width Pala Road construction along the project's frontage would terminate at the northern edge of the property with a cul-de-sac bulb, which would allow a future extension of the road by the City or others with ultimate buildout of the Circulation Element. The additional four un-signalized driveways would be along the project's Pala Road frontage.

Street Vacation. A section of old Foussat Road (used solely for access to the weekend swap meets) right-of-way crosses the site, terminating at the SR 76 right-of-way. As this would not be needed as public right-of-way for the project, a vacation of the existing easement for public highway purposes is included as part of the project's application. An easement for the existing underground public utilities would be retained when old Foussat Road is vacated.

Underground Utilities Waiver Request. Several overhead SDG&E high-voltage transmission lines traverse the project site. In accordance with Section 901(G)3 of the Oceanside Subdivision Ordinance, a waiver is requested for the existing transmission lines due to the finding that the existing overhead electric lines are transmission lines in excess of thirty-four thousand five hundred volts (34.5 kV). All other existing and proposed electrical distribution lines and other public utilities within the project will be installed underground.

Development Plan. The project proposes to develop approximately 950,000 square feet of commercial uses ranging from various retail shops to a movie theater, health club, and restaurants. A total of 4,713 parking spaces would be provided. Pedestrian and bicycle routes will be incorporated throughout the project distinguished by landscape and enhanced pavement treatments. These treatments will also be utilized at internal intersections and at the central traffic circle to aid in cuing slower speeds for pedestrian activity. A broad landscaped connecting route along the Pala frontage just east of the Foussat Bridge will serve to link the existing bicycle levee trail with the central portion of the shopping center. In addition, a bicycle and pedestrian linkage is also proposed to the east, to connect the terminus of Heritage Street. Storefronts will vary between single- and two-stories along the main street.

The architecture of The Pavilion uses an eclectic variety of forms and influences that date back to the San Luis Rey Mission. The palette is broad and influenced by Mediterranean, agrarian,

and California Modern aesthetics. Materials include natural-toned cement plaster, simulated stone, and wood and metal siding. Tenants are encouraged to express their individual identity with this diverse palette. The architecture, landscape, and signage are coordinated by this design approach.

Landscape and hardscape areas are provided around the buildings and in the parking areas. Projects within areas zoned Community Commercial (CC) are required by the City's Zoning Ordinance to provide a minimum of 15% landscaping of the net site area. The project proposes to landscape 21.5% of the site's total area, thus exceeding the City's requirement. Trees to be incorporated into the landscape plan include palms and coast live oak along the mainstreet lifestyle center, and strawberry trees in the parking bays. Olive trees would be planted in the pedestrian corridor, with Torrey pines and sycamores along the perimeter of the project, and sycamores along the main spine. Shrubs and vines would include bird of paradise, acacia, bougainvillea, honeysuckle, star jasmine, and trumpet honeysuckle.

The project's hardscape will include paved walkways in front of the buildings as well as enhanced paving for internal intersections and the central traffic circle, with the intent of the design being to draw attention to direction options as well as to cue slower traffic speeds for pedestrians.

The center's plaza will be located in front of the multiplex theater, where a pavilion, lawn amphitheater, children's wet deck, fountain, and a courtyard will be situated. This focal gathering of the center will be oriented such that patios, store fronts and cafes will be facing it.

As the project is bordered by three roadways, the Landscape Concept Plan (LCP) proposes a landscaped boundary along Mission Avenue and landscaped setbacks along Foussat Road and Pala Road. A broad landscaped connecting route will be provided along the Pala frontage, just east of the Foussat Bridge which will serve as a linkage between the existing levee bicycle trail and the shopping center's central area.

The applicant has worked with the North County Transit District to provide an appropriate location for a transit bus stop within the project. The proposed bus stop will accommodate up to 4 buses at one time, and will be centrally located (just to the east of the main pedestrian promenade) for convenience. The design is such that the buses can enter and leave the shopping center at the Mission Avenue signalized intersection.

Conditional Use Permit(s). Five Conditional Use Permits are proposed for the Pavilion at Oceanside. These include three drive-through facilities, a movie theater, and a health club.

- Drive-through uses. The drive-through uses will be located within Parcels C, D, and J. Although specific tenants have not yet been identified, the general building siting, drive-through lane configuration and parking layout are displayed for each building. Access to each site will be provided from the internal circulation drives.

- Health Club. The proposed health club would consist of approximately 40,000 square feet, and would be located in Parcel H. The architectural design is to be consistent with the center's theme. Access to this facility would be from the internal circulation drives.

- Movie Theater. The proposed multi-plex movie theater would occupy approximately 60,000 square feet and would be located in the northern portion of the site on Parcel I. Pedestrian walkways will be used to link all areas of the center to this focal attraction.

Other (Non-City) Approvals. The applicant will be required to obtain approvals and/or permits from a number of Responsible Agencies, including the San Diego County Regional Water Quality Control Board, the Airport Land Use Commission, the Federal Aviation Administration, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Game, and Caltrans.

II. ENVIRONMENTAL ANALYSIS

A. AESTHETICS

Impact. Development of the property would result in a change of the currently obstructed view of partially vacant land and the weekend swap meet cars, display stalls, and associated items to a view of an approximately 950,000 sq ft commercial shopping center with associated parking, lighting, and landscaping. The height of the structures would vary, ranging from a low of 22 feet (a kiosk area), with most buildings averaging 36 feet. The proposed cinema would be approximately 56 feet in height, with an attached architectural element tower at 80 feet. While the existing drive-in screens would be removed, the overhead transmission lines would remain in place and would still be visible.

The applicant has developed and modified the proposed architectural plans in consultation with the City of Oceanside. Each building design would incorporate consistent theme elements while recognizing operational and functional requirements. Uniquely detailed and individual facades would be provided through use of layered architectural forms and colors. To provide visual interest from both the pedestrian level and greater distances, a variety of styles, design elements, materials, and colors would be used. The proposed building materials and design elements, detailed in the project description above, would be used to accomplish the character and uniqueness of the design.

The appearance of loading docks in the rear of buildings was of concern to the City, and the architectural plans were revised to address this concern. Rear facades have been detailed to have enhanced architectural features and elements. Additionally, perimeter landscaping has been incorporated to soften the views to these areas.

Section 3021 of the City's Zoning Ordinance (Screening Specifications) requires that mechanical equipment is screened when adjacent to a residential district. Such equipment includes heating, air conditioning, refrigeration equipment, plumbing lines, duct work, and transformers. Per

Section 3021 C, screening materials may have evenly distributed openings or perforations averaging 50% of the surface area and shall effectively screen mechanical equipment so that it is not visible form a street or adjoining lot. The project will be required to provide screening as a standard Condition of Approval. For equipment visible from the bike path and S.R. 76, equipment may be painted to match the roof to address more distant views of rooftops.

Construction of a project of this scale would introduce a new source of light and glare into the area. Glare would not be expected to be a significant factor, as this is more commonly associated with multi-story structures with many windows. The proposed structures would be one or two stories, and the majority of the windows would face inward toward the center of the development area. Lighting would be needed for the buildings themselves, as well as the parking areas. The project would be subject to the City's Light Pollution Control Ordinance.

The project would not have an adverse effect on a scenic vista or damage any scenic resources. As views of the site are currently dominated by the power lines and the abandoned large drive-in theater, screens, and ancillary buildings, the introduction of architecturally themed and designed structures to the site would not substantially degrade the visual character or quality of the site or its surrounding areas, eliminating the "hodge-podge" appearance of the weekly swap meet. While the project would introduce a new source of light (and glare, to a lesser degree), it would be in the context of the existing, urbanized corridor along Mission Avenue, which includes other commercial and industrial uses along with the Oceanside Airport. The project design compliance with City regulations would avoid a significant impact.

Mitigation. As no significant impacts have been identified, no mitigation measures are required.

B. AIR QUALITY

Impact. The project proposes the development of a commercial center spanning 950,000 square feet on the 92-acre parcel. Listed below are project-related sources which would potentially impact air quality and were analyzed for projected functional emissions.

Short-Term:

Construction Emissions. Construction activities associated with rough-grading operations during project development would result in the release of exhaust emissions from motor vehicles. Fugitive dust emissions, which include PM_{10} and $PM_{2.5}$ (respirable particulate matter less than 10- and 2.5-microns in size respectably), are caused by ground disturbance during earthwork and other construction-related activities may have a substantial, but temporary, impact on air quality as well.

The proposed project would require the import of fill to raise the existing site level three to four feet. The Pavilion Commercial Center would generate 106.4 pounds of fugitive dust per day. All phases of earthwork, however, will utilize surface wetting at least three time daily as a dust-control measure to suppress dust particulates and keep them from becoming airborne. Utilization of such dust-control measures would maintain fugitive dust emissions below the threshold of

significance.

Powered Haulage. The proposed project would require three to four feet of soil to be imported onto the subject property. The process of importing this soil would result in a total of 706 average daily trips for a period of three months, where the average trip distance would be three miles.

VOC Emissions. Volatile Organic Compound (VOC) emissions from architectural coatings, such as painting, would be generated during project development.

Long-Term:

Traffic Emissions. The large scale of the proposed commercial center would generate an increase in existing traffic levels, thus elevating the amount of vehicular emissions in the area. The project is expected to generate 32,175 average daily trips (ADT), with a median speed of 45 miles per hour (derived from the combined speeds of the freeway and surface street activity) used to analyze potential impacts to air quality from vehicle trip emissions (included under Project Operations within).

Construction Emissions and Powered Haulage. Construction activities will inevitably result in dust emissions during clearing and excavation phases. Wet dust suppression techniques, such as watering, would be used during construction to suppress the fine dust particles from becoming airborne, thus lowering the impact to a less-than-significant level.

All criteria pollutants caused by and related to construction emissions were found to be below the recommended risk level, with the exception of NO_X (Nitrogen oxides), which is projected at 288.5 pounds per day under cumulative construction grading operations, thus exceeding the established significance threshold of 250.0.

VOC emissions. Low VOC paints shall be used during architectural coating application to reduce the potential impact to a less than significant level. No significant impacts to air quality are therefore anticipated to occur due to VOC emissions.

Traffic emissions. The analysis determined that project-induced traffic emissions would be below the significance threshold established by the San Diego County Air Pollution Control Board (SDAPCD). No significant impacts to air quality are therefore anticipated from traffic emissions associated with project implementation.

Compliance with the Regional Air Quality Strategy (RAQS) and the State Implementation Plan (SIP). The proposed project would be consistent with the RAQS and the SIP, therefore no associated significant impacts would result from project implementation.

Mitigation. As no direct significant impacts to air quality would result from project implementation, no mitigation measures are required.

To prevent construction emissions from surpassing an acceptable threshold for NO_x, the project's grading contractor shall ensure that all construction equipment is properly tuned and maintained, and should utilize late model engines, low-emission diesel products, alternative fuels, and engine retrofit technology consistent with the *Carl Moyer Guidelines*.

C. BIOLOGICAL RESOURCES

Impact.

Direct Impacts. The project would impact all of the property, resulting in the loss of 0.73 acre of jurisdictional southern willow scrub and disturbed wetland; 0.70 acre of coyote brush scrub; 41.5 acres of non-native grassland; and 49.4 acres of non-native vegetation, disturbed land, and developed areas. No direct impact to any rare, endangered, threatened, or sensitive species are anticipated.

Potential Indirect Impacts. Indirect impacts are effects on habitats which may occur over time as a result of proximity to developed areas, sometimes referred to as "edge effects." Of concern for the project are the sensitive species occurring off-site in the adjacent open space associated with the San Luis Rey River.

- Water quality. During construction, contaminated surface runoff and sedimentation can adversely affect water quality in adjacent habitats, particularly riparian and wetland areas. This, in turn, can adversely affect vegetation and animals dependent upon these resources.

- Fugitive dust. Dust generated during project construction can potentially affect adjacent habitats. The photosynthetic capability of dust-covered vegetation can be reduced, thus making it more susceptible to pests and disease. Animals dependent upon this vegetation would in turn be adversely affected.

- Invasive species. Non-native plants introduced by project landscaping and/or from disturbance during grading can be highly invasive and can out-compete native vegetation, reducing habitat values. Non-native vegetation can also increase fire risk, change ground and surface water levels, and adversely affect wildlife dependent on the native habitat.

- Habitat fragmentation/edge effects. Breaking up larger parcels of habitats into smaller discontinuous patches potentially results in habitat fragmentation. Edge effects of development adjacent to native habitats can include invasion by exotic species, intrusion of people and domestic animals, lighting, and noise, all of which can lead to degradation of adjacent habitat(s).

- Noise. Sensitive wildlife species, such as breeding avifauna, can be adversely affected by short term noise impacts (construction during the breeding season) as well as long-term edge-effects as noted above.

- Lighting. Night-lighting can spillover into adjacent habitats, potentially interfering with wildlife movement and nocturnal habitats of certain species.

Compatibility with the Draft Habitat Conservation Plan (HCP) and Subarea Plan (SAP) Report. The proposed project was well into the design stage at the time the SRP was convened and prepared its report, and the project as submitted does not incorporate any of the SRP report recommendations. The SRP report indicates that the project as proposed would substantially impair the City's ability to adopt and implement an HCP that adequately promotes an avian/gnatcatcher dispersal corridor through central Oceanside, and this corridor is considered regionally important for the gnatcatcher.

However, after reviewing the SRP report recommendations and meeting with representatives from the Wildlife Agencies, an alternative that incorporates the project revisions needed to accommodate the on-site corridor recommendations of the SRP was prepared. This alternative is included in Chapter IV as the "Reduced Project/Subarea Plan Alternative," and the applicant has indicated its willingness to proceed with this alternative.

Adoption and Implementation of an Oceanside HCP. While the City's Draft HCP has not been adopted and projects are not legally required to comply with its policies, the City and the resource agencies evaluate all projects' potential impacts on future plan implementation. The property is within the proposed Wildlife Corridor Planning Zone (WCPZ), and development of the entire site as the project proposes would preclude use of a portion of the property as a gnatcatcher/avian corridor, as contemplated by the Draft HCP. The Draft Plan also designates a portion of the property as a moderate priority area for restoration, as it currently does not support native vegetation, and revegetation of such properties within the corridor with coastal sage scrub would be expected to improve and facilitate north-south movement of gnatcatchers. While the project would preclude potential restoration of this portion of the site, it should also be noted that much of this area is already constrained by transmission lines, pipelines, and other easements that cannot be revegetated for safety and maintenance reasons.

San Luis Rey River Buffer. The existing levee extends 100 feet out from the San Luis Rey River; the levee is rock-faced on both sides and a paved bike path/recreational trail is at the top. As this area is already developed, the resource agencies have agreed that no additional buffer is required on-site. The project development is further set back from the levee by the full width of Foussat and off-site Pala Roads as well as further on-site landscaping and building setbacks.

The project would not be expected to have direct impacts on sensitive species and habitats along the San Luis Rey River, but indirect impacts would be potentially significant. The direct loss of 0.73 acres of wetland and jurisdictional habitats, 0.70 acres of coyote brush scrub, and 41.5 acres of non-native grassland would be significant but mitigable. While the draft HCP is not yet adopted, the project is not in compliance with the Draft Plan because of corridor width; this impact is considered significant and unmitigable. Mitigation would require the adoption of Alternative C, discussed in Chapter VI of this EIR.

Mitigation

Direct Impacts. Wetland impacts to 0.12 acre of southern willow scrub shall be mitigated at a 3:1 ratio (0.36 acre); impacts to 0.39 acre of disturbed southern willow scrub and 0.22 acre of disturbed wetland shall be mitigated at a 2:1 ratio (0.78 acre and 0.44 acres, respectively), for a combined total of 1.58 acres. Mitigation for these impacts would be accomplished off-site by a combination of wetland creation and purchase of mitigation credits from the Mission Resource Conservation District arundo (giant reed) removal program. The mitigation for jurisdictional areas will include creation of 0.28 acre (no net loss) and purchase of 0.40 acre of mitigation credits. Due to the highly disturbed nature of the habitats, mitigation for non-jurisdictional areas (0.62 acre) will consist of purchase of mitigation credits. The total mitigation for wetland impacts (including jurisdictional areas) would consist of creation of 0.28 acre and purchase of 1.3 acres of mitigation credits.

The proposed wetland mitigation plan would create 0.28 of wetland habitat with a 20-foot wide Diegan coastal sage scrub buffer totalling approximately 0.11 acre on a site located approximately 500 feet north of the project boundary and located within designated critical habitat for the least Bell's vireo.

Impacts to upland habitat consisting of 0.7 acre of coyote brush scrub shall be mitigated at a 3:1 ratio (2.1 acres), and the loss of 41.5 acres of non-native grassland shall be mitigated at an 0.5:1 ratio (20.8 acres). While the Draft HCP envisions mitigation within the proposed WCPZ for the loss of habitat within the proposed WCPZ, no pre-approved mitigation areas or banks are currently available within the proposed WCPZ. The location of all off-site mitigation will require consultation with the City of Oceanside and the resource agencies.

Indirect impacts. To avoid potential indirect impacts to sensitive species occupying the off-site habitat along the San Luis Rey River, the following measures shall be implemented:

- Invasive Species: Landscaping within the development area shall avoid the use of invasive non-native plants, detailed in Table 5-5 of the draft HCP and/or the California Invasive Plant Inventory.

- Seasonal Restrictions on Grading. No grading, grubbing, or clearing shall be allowed during the breeding season for least Bell's vireo (March 15-September 15) or raptors (January 31-July 31) unless preconstruction surveys are conducted to determine if these species occur within areas that would be impacted by noise levels greater than 60 dB L_{eq}.

  If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting/breeding behavior has ceased, or (2)a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{eq}.

  To ensure compliance with the Migratory Bird Treaty Act, clearing of any native vegetation shall be done outside the breeding season of most avian species (February 15-July 31), unless pre-construction surveys are conducted to determine that no nesting birds are present immediately to clearing nor are in areas which could be impacted by noise.

- Construction limits: To ensure that construction activity remains within the defined limits of work, all construction and staging areas shall be fenced with orange construction fencing and silt fencing or fiber rolls. Delineated areas shall be regularly inspected by the project biologist per the construction monitoring schedule.

- Lighting: Lighting within the project area adjacent to the San Luis Rey River shall be selectively placed, directed away from the river, and of the lowest illumination possible for human safety.

Mitigation Implementation and Monitoring. Proof of purchase of mitigation credits or other mitigation methods such as preservation/ conservation for the loss of on-site upland habitats shall be required prior to issuance of the project's grading permit. Mitigation for the loss of jurisdictional waters would be conditions of the permits issued by the ACOE and CDFG. The proposed wetland mitigation plan (Appendix C) includes a 5-year monitoring program that includes regular monitoring visits, an annual report on the success of the restoration effort and the need for any remedial actions, and a final report at the end of the 5-year program.

D. CULTURAL AND PALEONTOLOGICAL RESOURCES

Impact. Cultural Resources. No significant impacts to identified cultural resources are anticipated, although the alluvial setting of the project and history of flooding allows for the possibility of deeply buried cultural resources to exist in the area. Impacts to buried cultural resources during project construction would be considered potentially significant.

Historical Resources. As no historical resources were found to occur on the project site, no impact to historical resources would result from project implementation.

Paleontological Resources. The project area is entirely underlain by the Eocene Santiago Formation, which is known to be fossil-bearing. Direct or indirect destruction of a unique paleontological resource during project construction would be considered a significant impact.

Mitigation

Cultural Resources. An archaeological monitoring program would be implemented to ensure that project development would have no significant impacts to cultural resources within the project area. The program would consist of the following:

- The development of a pre-excavation agreement between the applicant and the appropriate Luiseño tribe(s) or other Native Americans as determined by the City.

- The presence of a qualified archaeologist and invitation to a Native American monitor at the pre-construction meeting.

- A Native American monitor to be invited and an archaeological monitor will be on-site

during initial grading, trenching, or other ground-disturbing activities of existing soils. Monitoring will not be required during the subsequent soil import and grading operations as it will not disturb native soils.

- The analysis of any cultural material found.

- The preparation of a report detailing the methods and results of the monitoring program.

- The curation or repatriation of the cultural material collected.

Implementation of this monitoring program would ensure that project development would have no significant impacts to cultural resources within the project area.

Paleontological Resources. The following measures are required to offset potential impacts to paleontological resources:

- Prior to issuance of grading permits, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

- A paleontological monitor shall be onsite during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist.

- When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

- Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collection such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

Mitigation Implementation and Monitoring. Prior to issuance of the project's grading permit,

the applicant shall confirm to the City of Oceanside that qualified archeologists and paleontologists have been retained to carry out the mitigation program. The archaeologist and paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

E. GEOLOGY/SOILS

Impact. The property is not subject to potential hazards associated with landslides, tsunamis, seiche, loss of mineral resources, or loss of unique geologic features. Liquefaction is an issue in the San Luis Rey River Valley. Subsurface soils on-site have a moderate potential to cause ground settlement from liquefaction and dynamic compaction. Construction of the project would result in importing 459,000 cubic yards of soil to the site. The site grade would be increase up to about 10 feet, with an average increase of about 4 feet. Potential impacts associated with ground settlement are considered significant.

Mitigation. To mitigate the potentially significant impacts associated with ground settlement, the following mitigation measures shall be implemented:

- Loose surficial soil in the upper 1 to 2 feet would be over-excavated prior to placement of fill or in building pad locations. The upper 5 to 10 feet of soil, which is loose to medium dense, would be over-excavated in deep fill areas, and compacted as engineered fill.

- To mitigate potential differential settlement of structures, two options may be used. One is to perform conventional grading with reduced foundation bearing capacities, and the other would be to improve the subsurface with deep dynamic compaction with higher bearing capacities for foundations.

On-site soil generated from cut areas following clearing and grubbing that is free of excess organic material (3% or less by weight) or debris may be suitable for use as structural fill. Imported Select Fill should be non-expansive, having a Plasticity Index of 12 or less, an R-Value greater than 40, and enough fines so the soil can bind together. Imported soil should be free of organic materials and debris, and not contain rocks or lumps greater than 3 inches in maximum size. Imported Select Fill shall be approved by the geotechnical engineer prior to delivery on-site.

Compaction requirements shall be consistent with those specified in the geotechnical report (90-95% relative compaction with 1 to 2% above optimum moisture content), and site grading shall be performed in accordance with these recommendations and the Grading and Earthwork Specifications.

Other measures would be implemented to avoid geotechnical impacts:

- Seismic considerations. Building design would be considered in accordance with the latest edition of the Uniform Building Code (UBC), California Building Code (CBC), or International Building Code (IBC).

- Pavement recycling. The existing pavement at the drive-in theater would be recycled and used on-site; it would be ground to minus 1-inch and mixed with underlying base rock. This material could be utilized as sub-base material in paved areas or "select fill."

- Buried structures. Buried structures/foundations from previous land uses encountered during construction would be removed and replaced with compacted, engineered fill. The upper 7 feet or at least 3 feet below the lowest utility in the area for the movie theater screen foundations would need to be removed.

- Rainy season grading. If grading is to be undertaken during the rainy season, potential unstable subgrade conditions could be encountered. As appropriate, remedial measures such as removal and replacement, use of a geogrid, or soil treatment would be implemented subject to approval by the City Engineer. With such remedial measures, rainy season grading is allowable, although the geotechnical report recommends that avoiding construction during the rainy season would also avoid impacts with seasonal groundwater fluctuations.

Mitigation Implementation and Monitoring. The geotechnical consultant shall review the final project plans prior to construction, to ensure that the plans are in compliance with the recommendations and requirements set forth in the geotechnical studies. A pre-construction conference shall be held with the applicant's representative(s), general contractor, grading contractor, and project geologist prior to clearing and demolition operations. Adequacy of clearing operations shall be verified by the geotechnical engineer's representative during construction, prior to placement of engineered fill.

F. HAZARDS AND HAZARDOUS MATERIALS

Impact. Hazardous Materials. Development would place the project approximately 350 to 400 feet from the San Luis Rey River, and within a one-mile radius of three mapped risk sites. Portions of the property have been used for agricultural purposes in the past, and detectable concentrations of restricted agricultural residues were found within some areas of the property. The removal of a leaking underground storage tank (LUST) from the former Mission Auto and Self Storage Center left behind petroleum-impacted soil. As this site is adjacent to the subject property, measures described below are recommended during project grading to ensure that if this impacted soil is found to have crossed into the project area, it will be properly disposed of.

The project site is bordered by the Oceanside Municipal Airport to the west, Mission Avenue and Highway 76 to the south, single-family residential development to the east, and the San Luis Rey River to the north. These properties are not anticipated to be sources of significant environmental concern to the site, provided that lawful procedures for petroleum products and restricted household/agricultural chemical use and storage are followed.

Airport Safety. As detailed in Appendix F, the ALUC initially received an application from the City of Oceanside requesting a determination of consistency for the proposed project with the CLUP (November 28, 2006). The applicant requested a deferment of the determination by the ALUC in

early January, 2007, while the project was being redesigned. A new plan was submitted to the ALUC later that month, showing the proposed project relative to the 60-70 dB CNEL noise contours and FAZ and meeting all other requirements for an ALUC consistency determination.

Upon review of the application, the ALUC concluded that the proposed commercial development, including movie theater and retail uses located within the 60-70dB CNEL noise contour was consistent with the applicable CLUP as amended in 2004, provided no significant changes are made. The revised project was also determined to be consistent with guidelines relative to the FAZ, as it would locate all buildings outside the FAZ and would restrict all proposed buildings to a height less than 50 feet; any further changes to the proposed location, intensity, or height of structures within the project must be submitted to the ALUC for continuing consistency determination. Finally, the project is consistent with Caltrans' requirements regarding the FAZ as only parking areas are proposed in this area.

The applicant must file a notice with the FAA for each point that the project would penetrate FAA airspace (such as the street lights, parking lot lights and buildings in or adjacent to the southwestern corner of the project). These penetrations are not anticipated to result in adverse effects, but must have the approval of the FAA.

No significant impacts to land use are expected to occur with respect to the land use designation or the Comprehensive Land Use Plan for the Oceanside Municipal Airport (CLUP), as the project is in full compliance with all airport safety regulations, and has been found to be conditionally consistent with the CLUP, the Federal Aviation Administration (FAA), and Caltrans requirements by the Airport Land Use Commission (ALUC).

Hazardous Materials. The potential for onsite hazardous concentrations of materials/waste and/or petroleum contamination is low to moderate. Although concentrations of all pesticides were found to be below the Total Limit Threshold Concentration, testing revealed five soil samples to have concentrations of dieldrin exceeding the Preliminary Remediation Goal (PRG), and one sample to have concentrations of toxaphene exceeding the PRG.

The project would not result in any significant impacts related to emergency response plans or wildland fires.

Mitigation. To avoid significant impacts associated with potential hazardous materials, the following measures shall be implemented.

- Due to the occurrence of pesticides detected onsite, a Report of Waste Discharge (RWD) must be submitted to the Regional Water Quality Control Board (RWQCB), where the owner/discharger must then acquire waste discharge requirements (WDRs).

- An environmental geologist shall be onsite during grading for observation during soil removal in the area onsite adjacent to the former Mission Auto and Self Storage Center, at the site's southeastern boundary. If petroleum affected soils are encountered, grading will be halted until the soil has been tested and properly removed.

- All trash, debris, and waste materials will be disposed of offsite, in accordance with current local, state, and federal disposal regulations and procedures.

- To mitigate for the presence of restricted agricultural residues onsite which were found to slightly exceed the thresholds established in the PRGs, the project shall place the dieldrin and toxaphene affected soil to depths of 2 to 3 feet, as determined by their sample locations This measure would occur in conjunction with the import of more than 400,000 cubic yards of fill required to raise site grades an average of 3 to 4 feet, and would thereby place a minimum fill cap of 3 feet over the affected soil and a minimum of 7 feet above groundwater. Placement of the affected soil shall be in the proposed parking areas of the Pavilion Commercial Center. This would place the affected soil at least 10 feet away from the proposed underground utilities and proposed bio-swales, and more than 1,500 feet west of the San Luis Rey River levee upon grading completion, thus eliminating potential impacts to surface and groundwater.

- An asbestos and lead survey shall be performed on the structures that currently occupy the site due to their age and potential for carrying these substances. This survey should be performed by a licensed asbestos/lead contractor prior to demolition, removal, and disposal.

- With regard to airport safety, prior to issuance of building permits, the project will be required to provide evidence of compliance with any imposed height limitations or other FAA overflight safety requirements.

Mitigation Implementation and Monitoring. Proof of remediation of any hazardous materials shall be provided to the City of Oceanside's City Planner and City Engineer prior to the issuance of the project's grading permit.

G. HYDROLOGY AND WATER QUALITY

Impact

Water Quality. The project will result in approximately 80 percent of the area being impervious, as compared to approximately 30 percent impervious in the existing condition. Best Management Practices (BMPs) have been developed to avoid and minimize impacts to water quality; these BMPs are proposed as part of the project design. Streets have been designed to minimum widths acceptable for vehicular safety and fire truck access. Parking lots, sidewalks, patios, roof top drains, rain gutters and other impervious surfaces are designed to drain to landscaping, vegetated buffer strips, or vegetated swales where practicable.

Approximately 10,400 linear feet of vegetated swales and approximately 14,400 square feet of vegetated buffer strip are included to treat runoff from buildings and parking areas; these swales/buffer strips would be gently sloped areas planted with vegetation such as grasses, sedges, and other plants to provide filtration and treat runoff from buildings and parking areas. All runoff

water being treated by vegetated swales for water quality purposes will flow through approximately 100 feet of swale before entering the storm drain system; runoff will flow at less than two feet per second. The length of the vegetated swales and the low velocity of the runoff allows maximum pollutant removal. Runoff from the majority of the site will be treated with vegetated swales. Runoff from areas that cannot enter vegetated swales will be treated with filters at the storm drain inlets, and with hydrocarbon booms. All storm drain inlets will be stenciled or labeled with prohibitive language on dumping, such as "No Dumping – I Live Downstream."

Irrigation for each project landscape area will be designed for its size and aspect, and for its vegetation's specific water requirements, including such devices as bubblers or drip irrigation in planter boxes. Rain shutoff devices will be included to prevent irrigation after precipitation. Flow reducers or shutoff valves will be installed to control water loss in the case of a broken sprinkler head or water line. All trash container areas will be paved with an impervious surface designed to prevent runoff from adjacent areas to enter, and will be screened or walled and include a roof, awning, or attached lid on containers to keep out rain

All BMPs proposed in the public right-of-way will be maintained, monitored, and inspected by the City of Oceanside in perpetuity. All privately-owned BMPs will be monitored and maintained by the association, developer, or owner.

Drainage and Retention. Existing drainage to the river is via the on-site 48-inch reinforced concrete pipe (RCP) through the levee, and the outlet of Middle Pond, to the west of the project. Some post development drainage would go to the outlet of Park Pond, to the north of the project.
The post-development drainage area of the 48-inch RCP would be approximately 33.1 acres. During the 10-year on-site storm event coinciding with a 100-year storm in the river, the flap gates to the river are closed and runoff will eventually collect in the storm drain system. When the capacity of the storm drain system is exceeded, runoff will flow to the north to Park Pond, through a bypass pipe. The connection between the storm drain system and the bypass pipe will be inside the inlet structure next to the adjacent property. Inside the inlet structure, the elevation of the pipe from the storm drain system will be lower than the bypass pipe, requiring that storm drain system be at storage capacity before water will enter the bypass pipe. The bypass system would not put the adjacent off-site property at risk of backflow from Park Pond. .

Ponding now occurs under existing conditions, mostly in the form of overland flooding. No ponding would be expected in the on-site parking lots, as the adjacent property is at a lower elevation. Some ponding would occur in a portion of the adjacent property. A ponding depth of two feet at the inlet structure would inundate approximately 3.9 acres of the adjacent property. For most of the projected 3.9 acres the ponding depth would be less than one foot.

Approximately 21.9 on-site acres are proposed to drain to Park Pond under normal runoff conditions. This is approximately one-half of the area assumed in the Army Corps of Engineers' General Design Memorandum (GDM) for the river flood control project. This area is less because the GDM did not include the on-site 48-inch RCP, which drains part of the area that the GDM assumed would drain to Park Pond (although not in the GDM, the 48-inch RCP was constructed with the levee) For Middle Pond, the GDM map indicated there were assumed to be approximately 49.4

acres of on-site and off-site area. With the proposed project, there would be less on-site area and more off-site area than assumed in the GDM.

According to the Flood Insurance Rate Map from the Federal Emergency Management Agency (FEMA), the entire subject property is presently located within Zone A99, which is defined as an "area to be protected from the 100-year flood zone by a Federal Flood Protection System currently under construction". The protection system in place is the U.S. Army Corps of Engineers San Luis Rey River levee system that was constructed by the Corps. An Operations & Maintenance Plan has recently been permitted by the Resources Agencies. Phase 1 clearing of vegetation has begun and will be completed after September 15, 2008. When these plans are implemented, FEMA will formally revise the official flood plain mapping to indicate that the site is fully protected from the 100-year flood. It is unknown whether FEMA final certification of the levee will occur prior to project completion. If certified, it would remove the subject property from its classification within Zone A99. If not certified in a manner timely to project development, the project will need to obtain a Conditional Letter of Map Revision (CLOMR) from FEMA.

Mitigation

No mitigation is required.

H. LAND USE

Impact.

Community Commercial Designation. The proposed Development Plan meets or exceeds all City development regulations for a Community Commercial zone, including standards related to building coverage, landscaping, parking, and setbacks. The buildings along the project's eastern boundary would be approximately 100 feet from existing single-family residential development.

Habitat Conservation Plan. The project, as presently proposed, would not be in conformance with the draft HCP, as the proposed project covers the entire property and would not provide native habitat to allow a wildlife corridor across the site to facilitate north-south movement of the California gnatcatcher from Oceanside to Camp Pendleton.

The project would not physically divide an established community, as it is presently a vacant site located between industrial, commercial and residential areas. No significant impacts to land use are expected to occur with respect to the community commercial land use designation, as the project is in full compliance with all regulations. The project is also in compliance with all applicable regulations related to airport safety. While the City's draft HCP is not currently approved or adopted, the plan is considered "applicable," as the City currently evaluates all projects' potential impacts on future plan implementation. The proposed project is inconsistent with the Draft HCP; as it is presently designed, it would have a significant impact upon future implementation.

Mitigation. With the current project design, impacts to the City's draft HCP would be significant and unmitigable. Mitigation could be achieved by modifying the draft HCP to reduce corridor width or by adopting an alternative design to achieve compliance.

I. NOISE

Impact

Short Term Impacts:

Construction Noise. Construction activities for the proposed project would occur between the hours of 7 a.m. and 4 p.m. Monday through Friday in accordance with City requirements. Sensitive avian habitat exists around most of the project site. Construction noise generated by the proposed Pavilion at Oceanside is also regulated by the United States Fish and Wildlife Service and the California Department of Fish and Game for its effect on federally endangered least Bell's vireo (*Vireo bellii pusillus*). A 1990 study entitled "*Comprehensive Species Management Plan for the least Bell's vireo*" released by the San Diego Association of Governments (SANDAG) estimated that noise levels above 60 dBA Leq occurring in vireo breeding areas may substantially mask the vireo's song which could potentially impact the species during their breeding season (March 1 to September 1).

Per standards established by the California Environmental Quality Act (CEQA), a worst-case scenario is utilized in analyzing the potential impacts that the proposed project may impose on the least Bell's vireo. This scenario assumes all construction equipment required for construction of the road extension would be operating simultaneously, and that vireo nesting sites could be as close as 35 feet from any given construction area. The loudest hourly sound level within the habitat area could potentially be as high as 75.7 dBA, which is above the wildlife habitat noise limit of 60 dBA. Mitigation would therefore be required for construction occurring between March 1 and September 1.

Long Term Impacts:

Project Generated Noise. The primary sources of noise generated by the proposed Pavilion Commercial Center are anticipated to be related to the 80 (10-ton) HVAC units which would be installed for heating and cooling needs, as well as from the onsite loading docks which will be used to load and unload materials to be used and/or distributed by the center.

HVAC Systems: A general area around the proposed project site was chosen for the onsite HVAC analysis. The analysis determined that all building rooftops have property line noise exposure levels up to 48.4 dBA Leq-h. As this level is well below the City's threshold, no impact to noise levels is anticipated to result from the implementation of HVAC systems on the project site.

Loading Docks: An enhanced loading dock specific location was established for the onsite loading dock analysis. Based on the findings resulting from the analysis, loading dock areas for the proposed project are expected to generate 49.1 dBA at the closest sensitive property

line. This level is well below the City's impact threshold, therefore no impacts to noise levels related to the activity of the loading docks are anticipated.

Traffic. As the site is situated adjacent to various roadways, including the SR 76, traffic is anticipated to be the primary source of future noise generated near the proposed Pavilion Commercial Center. An analysis of traffic-generated noise increases along adjacent roadways associated with the proposed commercial center. This analysis examines noise levels under existing conditions with and without the proposed project, existing plus cumulative conditions with and without the proposed project, and 2020 conditions including and excluding the Pala Road extension with and without the proposed project. In addition, all of these scenarios were evaluated for traffic increases. The largest project-related noise increase was found to be 6.9 dBA CNEL (existing) and 3.9 dBA CNEL (future) along Foussat Road. Though these increases in noise levels are above the established 3.0-dBA-significance threshold, no significant impacts are anticipated since no sensitive receptors occur along this roadway segment.

Mitigation. A ten-foot high wall would be constructed along the proposed top-of-slope adjacent to the sensitive habitat area. Implementation of this measure would lower potentially significant noise levels below the Wildlife Noise Regulation thresholds.

J. PUBLIC SERVICES

Impact

Police Services. The proposed commercial center would increase the need for police services, but no impacts are anticipated due to project implementation. The increased demand can be met within standard response times under normal circumstances. Revenues to the City from sales tax paid by new consumers, as well as developer fees paid by the project would contribute to the support of police services, and lower the impact upon these services to less than significant levels.

Fire Protection and Emergency Medical Services. Although the Pavilion Commercial Center would increase the need for fire protection and emergency medical services, these services could be provided to the project within the standard response times under normal conditions. Additionally, the construction of the new Fire Station 7 would place an operational fire station directly across the street from the proposed project, which would be anticipated to improve response times. Revenues to the City from sales tax paid by new consumers, as well as developer fees paid by the project would help support fire protection and emergency medical services, and lower the impact upon these services to less than significant levels.

Water Service. The proposed Pavilion at Oceanside would increase water service needs in the area. The projected maximum water demand by the proposed project is 4,397.3 gallons per minute, representing the domestic and irrigation maximum day demand plus fire flow scenarios. The project proposes to connect to the City's public water system in three locations: (1) through a 12-inch water main in Mission Avenue along the site's southern boundary, (2) through the 12-inch water main in the western utility easement (otherwise known as Old Foussat Road), (3) to the proposed public water line adjacent to the project in Pala Road. This water line is proposed as a project design feature, with construction pending on project implementation.

A private combined water system will adequately serve the proposed commercial center which will supply the necessary domestic and irrigation demands, as well as the required fire flow.

Individual pressure regulators will be implemented at each individual unit to ensure that service pressures are limited to 80 psi in accordance with the Uniform Building Code and City of Oceanside standards.

Water Supply. CEQA guidelines maintain that certain large projects are subject to "special requirements" with regard to the assessment of impacts imposed on public water systems. (Pub. Res. Code sec. 21151.9; Water Code Prt 2.10, Division 6, Section 10910; Guidelines sec. 15083.5.) Per CEQA, shopping centers consisting of more than 500,000 square feet of floor space are included among those projects subject to these requirements. As the Pavilion at Oceanside Commercial Center proposes 950,000 square feet of commercial space, it is well within the limits of this requisite. A Water Supply Assessment has therefore been prepared for the Pavilion at Oceanside by Tetra Tech (January, 2008) to satisfy the requirements established in Senate Bill 610 pertaining to such projects.

The City's Water Capital Improvement Plan includes water facility expansion and rehabilitation projects geared toward the increase and improvement of the City's water supply. The expansion of existing water supply sources and treatment alternatives which would put three contaminated wells back into service would result in an increased capacity that would meet the estimated safe yield of 6,452 acre feet per year. All improvements are anticipated to be implemented by the year 2010, affording the City sufficient supply capacities to meet all projected demands, including those of the Pavilion at Oceanside. As such, no significant impacts to water supply are anticipated to result from project development.

Wastewater Collection. The Pavilion at Oceanside would utilize the existing sewage facilities for its wastewater collection needs. All three existing facilities have sewer conveyance capacities exceeding the projected ultimate sewage flows including the proposed Pavilion at Oceanside.

Though the proposed development would increase the need for wastewater collection services, revenues received from developer's fees and sales tax from new consumers would enhance the City's capacity to respond to the increased demand.

Schools, Recreation, and Library Service. Though the proposed project would not be expected to have any impacts on schools, recreation, or library services, commercial developments are required to pay school fees. As such, the project would adhere to this requirement and pay the applicable statutory school fees in accordance with state law.

Police Services, Fire Protection and Emergency Medical Services, Water Service, Water Supply, Wastewater Collection, Schools, Recreation, and Library Service. No substantial adverse physical impacts associated with the provision of new or physically altered public facilities would occur due to project implementation. Nor does the project require new or physically altered facilities to maintain acceptable service ratios, response times, or other performance objectives for any of the previously discussed public services. Thus, no associated significant environmental impacts would occur with project development.

Mitigation

Police Services, Fire Protection and Emergency Medical Services, Water Service, Water Supply, Wastewater Collection, Schools, Recreation, and Library Service. As no significant impacts are anticipated to any public services, no mitigation is required..

K. TRANSPORTATION/TRAFFIC

Impact

The Pavilion at Oceanside is projected to generate 32,175 trips on a daily basis. The am peak hour is projected at 1254 trips, and the pm peak hour is projected at 2872 trips.
Existing Traffic Conditions. Analysis of daily volumes found that the following roadway segments are not operating at an acceptable level of service:

- Mission Avenue between I-5 SB and NB ramps (LOS D)
- N. Douglas Drive between N. River Road and Pala Road (LOS D)
- N. Douglas Drive between Pala Road and El Camino Real (LOS D)

SR 76 is a Caltrans facility and is designated a CMP (Congestion Management Plan) System Roadway. Caltrans has designated the acceptable operating condition between I-5 and Douglas Drive as LOS F. Caltrans has designated the acceptable operating condition on SR 76 between Douglas Drive and Melrose Drive as LOS E.

All intersections operated at LOS D or better in both peak hours except for SR 76/Rancho del Oro, which operates at LOS E in the am peak hour and LOS F in the pm peak hour.

Existing Traffic Conditions plus the Project. Analysis found four City of Oceanside street segments that would not operate at LOS C or better:

- Mission Avenue between Foussat Road and El Camino Real (LOS E)
- Mission Avenue between I-5 Ramps (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS D)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)

All intersections would operate at LOS D or better in both peak hours except for SR 76/Rancho del Oro, as noted under Existing Conditions.

Existing Plus Cumulative Conditions without the Project. Analysis found five street segments that did not operate at LOS C or better:

- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- Mission Avenue between the I-5 ramps (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS D)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)
- Oceanside Boulevard west of El Camino Real (LOS D)

Two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project:

- SR 76/Rancho del Oro Drive in both peak hours (LOS F)
- SR 76/ College Boulevard in the pm peak hour (LOS E)

Existing Plus Cumulative Conditions with the Project. Analysis projected six street segments would not operate at LOS C or better due to the additional traffic of the Pavilion at Oceanside:

- Mission Avenue between the I-5 Ramps (LOS D)
- Mission Avenue between Foussat Road and El Camino Real (LOS E)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)

As noted above, two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project.

Horizon Year 2020 Traffic Conditions without the Project and without the off-site Pala Road extension. The following seven City of Oceanside roadway segments are projected to operate at less than LOS C:

- Mission Avenue west of the I-5 ramps (LOS D)
- Mission Avenue between the I-5 ramps (LOS E)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)

Three intersections would operate at unacceptable levels):

- Mesa Drive/El Camino Real, pm peak hour (LOS E)
- Oceanside Boulevard/El Camino Real, pm peak hour (LOS E)
- SR 76/College Boulevard, pm peak hour (LOS E)

Horizon Year 2020 Traffic Conditions with the Project and without the off-site Pala Road extension. The same seven roadway segments noted above for Horizon Year 2020 without the project are also projected to operate at less than LOS C. An additional two roadway segments would be impacted with the addition of the project:

- Mission Avenue between Foussat Road to El Camino Real (LOS F)
- El Camino Real between Los Arbolitos and Mission Avenue (LOS D)

In addition to the three intersections noted above, the Pala Road/Douglas Drive intersection is projected to operate at LOS E in the am peak hour.

queuing and stacking of haul trucks will be managed on-site, at both the project site and El Corazon, to minimize impacts on public roads. This may require an extension of the driveways and stacking areas.

Impacts Not Mitigated to below a Level of Significance.

The segment of North Douglas Drive between North River Road and Pala Road shows significant impacts to traffic flow due to the constraints of the bridge over the San Luis Rey River, included in this roadway segment.

The impact of the trucks hauling material on the roadway segment of El Camino Real between Mesa Drive and Oceanside Boulevard would be a short-term impact that is not mitigated to below a level of significance.

L. UTILITIES

Impact

Natural Gas and Electricity. The proposed project will increase demand for natural gas and electricity. As the project will be able to access existing San Diego Gas and Electric utility lines, no impact to these services is anticipated.

Facilities within the 200-foot wide corridor require regular maintenance, including washing the insulators with high pressure water. Cars parked within the easement may bet wet during the washing procedure. Additionally, SDG&E may need to add additional circuits and facilities within the easement (e.g., wooden poles, upgrading wooden poles to towers, replacement of individual wires, etc.). During those activities, it may be necessary to shut down parking and use of the bus stop in areas of the easement.

Telephone and Cable Television Services. Development of the proposed Pavilion Commercial Center would increase demand for telephone and cable television services. As both of these services can be provided to the project by Cox Communications, no negative impacts to either service is anticipated.

Solid Waste Disposal Service. Waste Management of North County services all of Oceanside, and will therefore provide service to the project site as well. Other than increasing demand for solid waste disposal, which can be met, the project would have no impacts on solid waste disposal service.

Natural Gas and Electricity. As natural gas and electricity services can be provided to the project through existing utility lines, no significant impacts to these services would be anticipated following project implementation. As the project has been designed to accommodate the on-going access needs of SDG&E, no significant impacts would occur with respect to the existing lines and easements.

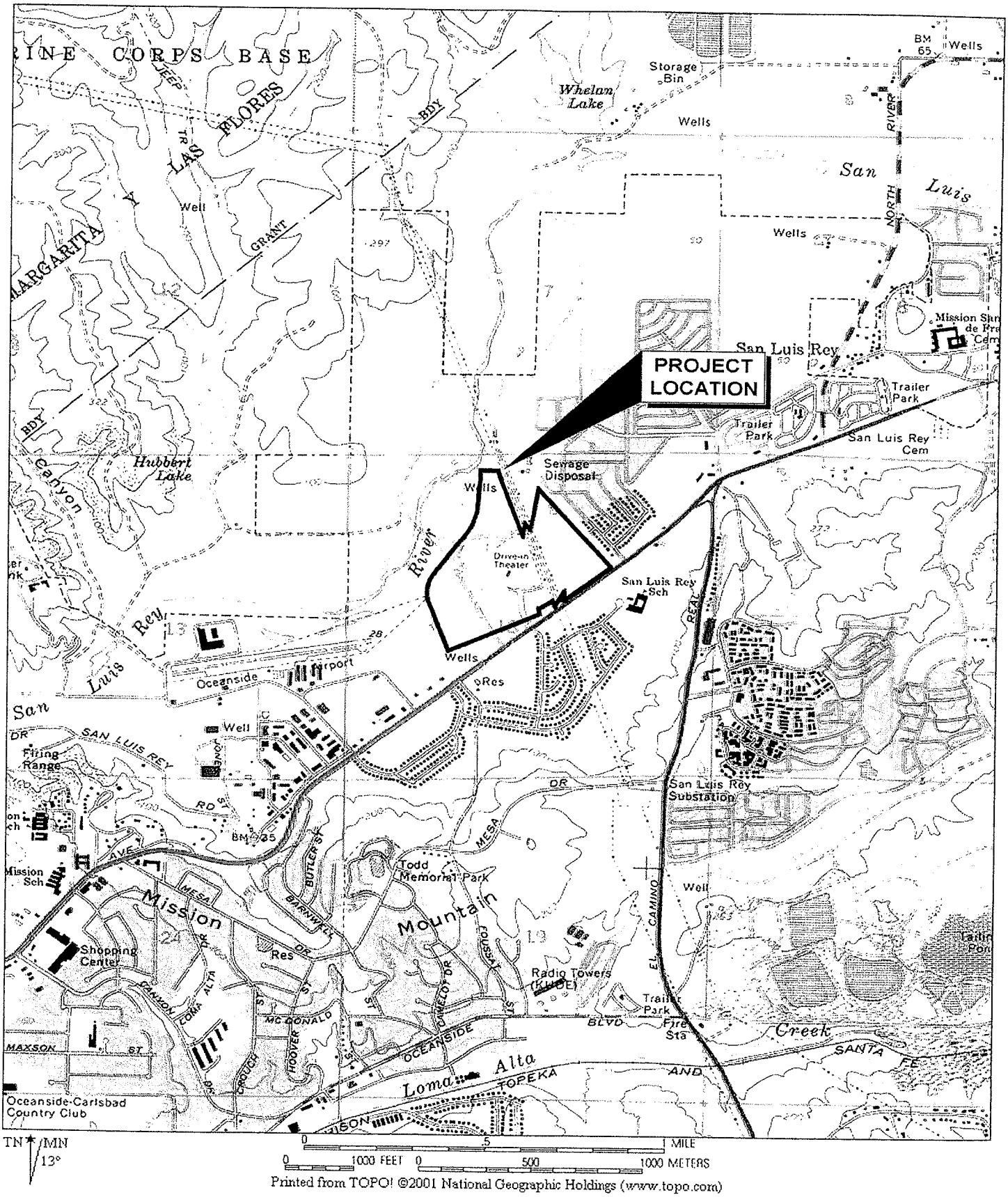
Telephone and Cable Television Services. No significant impacts to telephone and cable television services are anticipated to result from project development.

Solid Waste Disposal Service. As solid waste disposal service will be provided to the proposed project by Waste Management of North County, no significant adverse impacts are anticipated following project implementation.

Mitigation

Natural Gas, Electricity, Telephone, Cable Television and Solid Waste Disposal Services. No significant adverse impacts to these services are associated with implementation of this project, therefore no mitigation measures are required.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**REGIONAL LOCATION IN SAN DIEGO COUNTY**	**FIGURE II-1**



Affinis
Shadow Valley Center
347 Jamacha Road
El Cajon, CA 92019

PROJECT LOCATION ON USGS 7.5' SAN LUIS REY QUADRANGLE

FIGURE II-2

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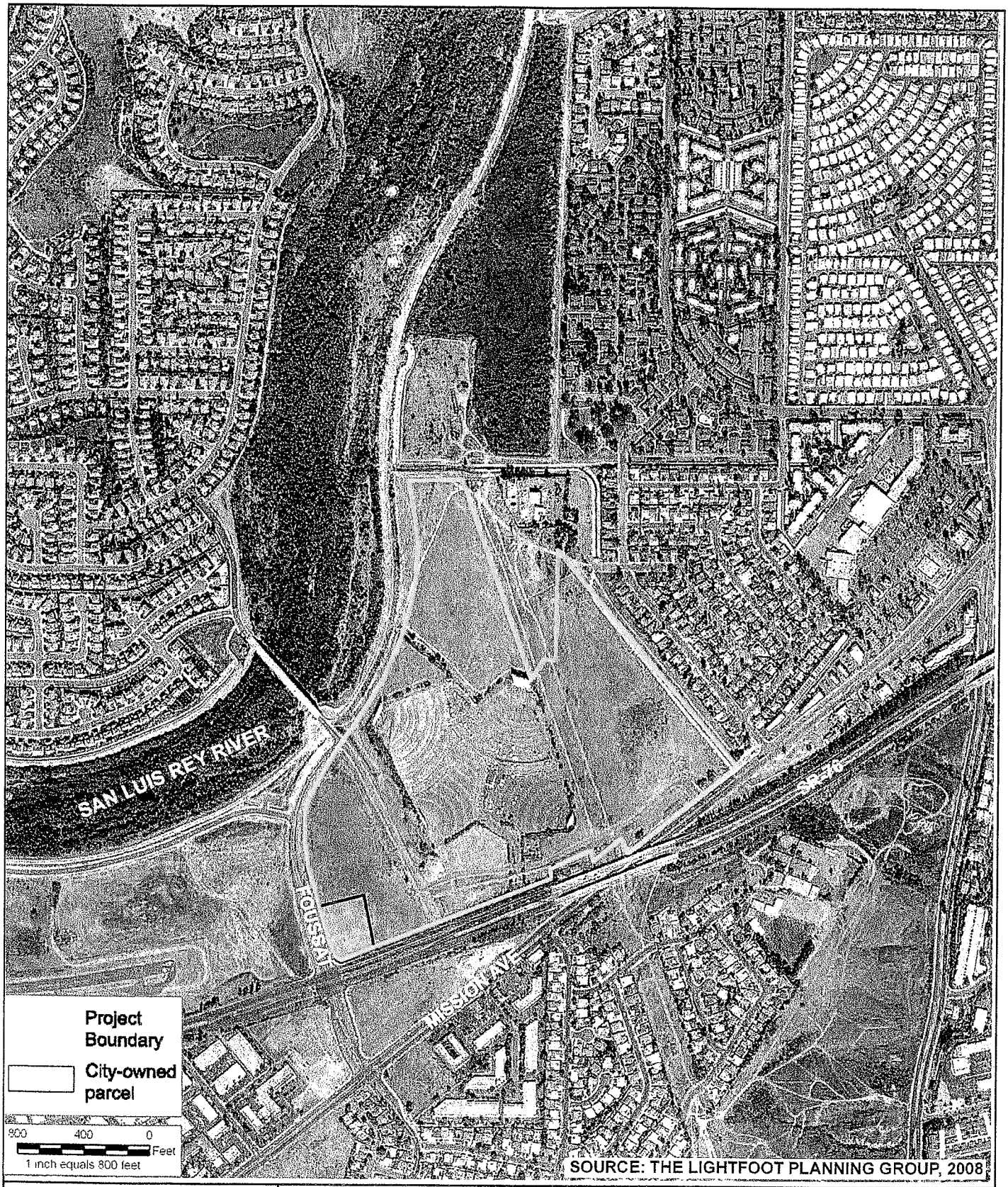

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AERIAL VIEW OF PROPERTY**	**FIGURE II-3**

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5. To implement the General Plan by creating additional employment opportunities, including temporary construction-related employment and permanent retail/property management-related employment, that will also contribute towards the City's achievement of a jobs/housing balance by providing additional employment opportunities without increasing housing stock within the City.

6. To create a development that is compatible with and does not interfere with the safety and function of the Oceanside Municipal Airport.

7. Provide a pedestrian-friendly "main street" lifestyle center combining small shops, restaurants, movie theaters, and recreational/health facilities in combination with larger retail outlets.

B. Project Features

The proposed site plan is shown in Figure III.B-1. The project application includes a Tentative Parcel Map, Development Plan, five Conditional Use Permits (a movie theater, health club, and three drive-through uses), and an Underground Waiver request for the existing high-voltage electrical transmission lines located on the site.

Tentative Parcel Map

The Tentative Parcel Map proposes to divide the approximately 92 gross acres of the project site into 10 parcels for leasing purposes, where each commercial parcel includes building, hardscape, landscape and parking areas (Figures III.B-2 through III.B-9).

As noted above, the property is characterized by level ground and large areas of pavement remaining from the former drive-in theater. Project development would require the demolition of four existing structures associated with the former Valley Drive-In theater: a snack bar/projection room building, an office building, and two ticket booths. Four movie screens would be removed as well. Aside from the paved areas, the property has been greatly disturbed and is largely covered with weeds, with a few scattered trees and patches of shrubs. Grading work will require approximately 459,000 cubic yards of fill to be imported to ensure appropriate drainage and underground utilities to serve the proposed development. Pending final certification by FEMA for the completed San Luis Rey River levee project, flood protection would be required for the project site until the FEMA flood map is certified. The fill would serve to provide this needed protection. As project development would increase the amount of impervious surface area on-site, Best Management Practices (BMPs) have been prepared to avoid and minimize impacts to water quality and have been incorporated into the project design. Landscaped swales for example, have been incorporated into the site plan to collect and filter runoff from stormwater, working in conjunction with other on-site drainage facilities for retention and water quality purposes. Further discussion of the proposed BMPs is included in

section G. Hydrology and Water Quality of this EIR, as well as in the Storm Water Management Plan of Appendix G.

Although numerous overhead existing high voltage and underground utilities cross the property, site access, circulation, and parking were designed to completely avoid all overhead utility poles. In addition, buildings and site improvement plans have been designed with respect to necessary easements throughout the site.

The proposed project will include a City-owned parcel consisting of approximately 1.95 acres. This parcel is located at the northeast corner of the SR 76/Foussat Road intersection, and is situated within the airport runway protection zone. As such, this parcel will be used exclusively for parking, landscaping and signage purposes. The use of this parcel is subject to a future lease agreement between the City and the applicant. The City also has a water well designated for placement within this parcel. Although the exact well location is not known at this time, the aforementioned uses proposed on the parcel can accommodate the well at some point in the future. The well will be used to extract groundwater which will be treated at the Mission Basin Groundwater Treatment Facility located north of the project site. The proposed project would be accessible from eight separate entrances, allowing access from three different roads: North Foussat Road, Mission Road, and Pala Road. Major entries would be via signalized intersections at North Foussat Road and Mission Avenue and frontage improvements would be constructed along these roadways. Of the eight entrances, three would be signalized. These include the existing signalized access located on Mission Avenue and two proposed off Foussat Road (one at Alex Road and one at the main entry to support turning movements at the existing bridge). Another "right-in, right-out" access is proposed on Foussat Road. Pala Road, designated as a secondary arterial in the City's Circulation Element, would be dedicated and fully improved along the western project frontage. The project's full width Pala Road construction along the project's frontage would terminate at the northern edge of the property with a cul-de-sac bulb, which would allow a future extension of the road by the City or others with ultimate buildout of the Circulation Element. The additional four un-signalized driveways would be along the project's Pala Road frontage.

Street Vacation. A section of old Foussat Road (used solely for access to the weekend swap meets) right-of-way crosses the site, terminating at the SR 76 right-of-way. As this would not be needed as public right-of-way for the project, a vacation of the existing easement for public highway purposes is included as part of the project's application. An easement for the existing underground public utilities would be retained when old Foussat Road is vacated.

Underground Utilities Waiver Request

Several overhead SDG&E high-voltage transmission lines traverse the project site (Figure III.B-3). In accordance with Section 901(G)3 of the Oceanside Subdivision Ordinance, a waiver is requested for the existing transmission lines due to the finding that the existing overhead electric lines are transmission lines in excess of thirty-four thousand five hundred volts (34.5 kV). All other existing

and proposed electrical distribution lines and other public utilities within the project will be installed underground.

Development Plan

The project proposes to develop approximately 950,000 square feet of commercial uses ranging from various retail shops to a movie theater, health club, and restaurants. A total of 4,713 parking spaces would be provided. Pedestrian and bicycle routes will be incorporated throughout the project distinguished by landscape and enhanced pavement treatments. These treatments will also be utilized at internal intersections and at the central traffic circle to aid in cuing slower speeds for pedestrian activity. A broad landscaped connecting route along the Pala frontage just east of the Foussat Bridge will serve to link the existing bicycle levee trail with the central portion of the shopping center. In addition, a bicycle and pedestrian linkage is also proposed to the east, to connect the terminus of Heritage Street (Figure III.B-10). Storefronts will vary between single- and two-stories along the main street. Sample elevations are shown in Figures III.B-11 and 12,; a full set of elevations is on file at the City of Oceanside's Planning Division and may be viewed at that location during regular business hours.

The aesthetic character of the project responds to its local and regional environment. While located in the City of Oceanside, the site is actually a few miles inland from the coastline in the San Luis Rey River Valley. The architecture of The Pavilion uses an eclectic variety of forms and influences that date back to the San Luis Rey Mission. The palette is broad and influenced by Mediterranean, agrarian, and California Modern aesthetics. Materials include natural-toned cement plaster, simulated stone, and wood and metal siding. Tenants are encouraged to express their individual identity with this diverse palette. The architecture, landscape, and signage are coordinated by this design approach. The landscape plan incorporates the use of native plants where appropriate and the monument signs make use of the architectural palette.

Landscape and hardscape areas are provided around the buildings and in the parking areas; sample areas are shown in Figures III.B-14 - 17. Projects within areas zoned Community Commercial (CC) are required by the City's Zoning Ordinance to provide a minimum of 15% landscaping of the net site area. The project proposes to landscape 21.5% of the site's total area, thus exceeding the City's requirement. Trees to be incorporated into the landscape plan include palms and coast live oak along the mainstreet lifestyle center, and strawberry trees in the parking bays. Olive trees would be planted in the pedestrian corridor, with Torrey pines and sycamores along the perimeter of the project, and sycamores along the main spine. Shrubs and vines would include bird of paradise, acacia, bougainvillea, honeysuckle, star jasmine, and trumpet honeysuckle.

The project's hardscape will include paved walkways in front of the buildings as well as enhanced paving for internal intersections and the central traffic circle, with the intent of the design being to draw attention to direction options as well as to cue slower traffic speeds for pedestrians.

The center's plaza will be located in front of the multiplex theater, where a pavilion, lawn amphitheater, children's wet deck, fountain, and a courtyard will be situated. This focal gathering of the center will be oriented such that patios, store fronts and cafes will be facing it.

As the project is bordered by three roadways, the LCP proposes a landscaped boundary along Mission Avenue and landscaped setbacks along Foussat Road and Pala Road. A broad landscaped connecting route will be provided along the Pala frontage, just east of the Foussat Bridge which will serve as a linkage between the existing levee bicycle trail and the shopping center's central area.

The applicant has worked with the North County Transit District to provide an appropriate location for a transit bus stop within the project as shown on Figure III.B-1. The proposed bus stop will accommodate up to 4 buses at one time, and will be centrally located (just to the east of the main pedestrian promenade) for convenience. The design is such that the buses can enter and leave the shopping center at the Mission Avenue signalized intersection.

Conditional Use Permit(s)

Five Conditional Use Permits are proposed for the Pavilion at Oceanside. These include three drive-through facilities, a movie theater, and a health club.

Drive-through uses. The drive-through uses will be located within Parcels C, D, and J. Although specific tenants have not yet been identified, the general building siting, drive-through lane configuration and parking layout are displayed for each building. Access to each site will be provided from the internal circulation drives.

Health Club. The proposed health club would consist of approximately 40,000 square feet, and would be located in Parcel H. The architectural design is to be consistent with the center's theme. Access to this facility would be from the internal circulation drives.

Movie Theater. The proposed multi-plex movie theater would occupy approximately 60,000 square feet and would be located in the northern portion of the site on Parcel I. Pedestrian walkways will be used to link all areas of the center to this focal attraction.

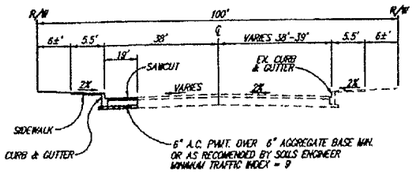
Other (Non-City) Approvals

The applicant will be required to obtain approvals and/or permits from a number of Responsible Agencies, including the San Diego County Regional Water Quality Control Board, the Airport Land Use Commission, the Federal Aviation Administration, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Game, and Caltrans.

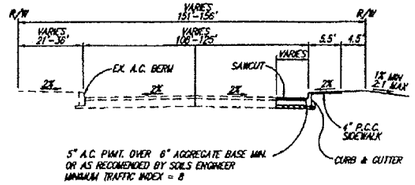
TENTATIVE PARCEL MAP
FOR
THE PAVILION AT OCEANSIDE

FIGURE III.B-3

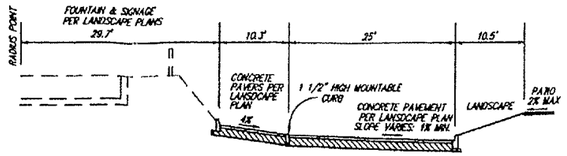
TENTATIVE PARCEL MAP (SHEET 3)



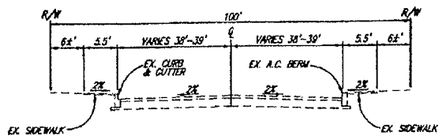
MISSION AVE. SECTION (TYP.)
STATION 161+35.00 - 165+99.17
NO SCALE



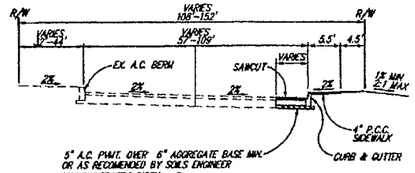
NORTH FOUSSAT ROAD SECTION (TYP.)
STATION 11+31.15 - 16+50
NO SCALE



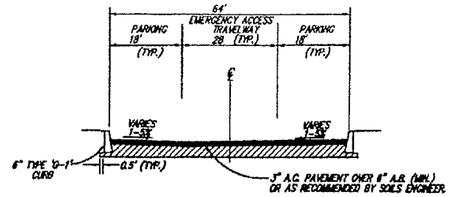
ROUNDABOUT DETAIL
NO SCALE



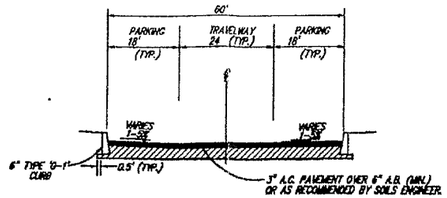
MISSION AVE. SECTION (TYP.)
STATION 165+99.17 - 169+88.78
NO SCALE



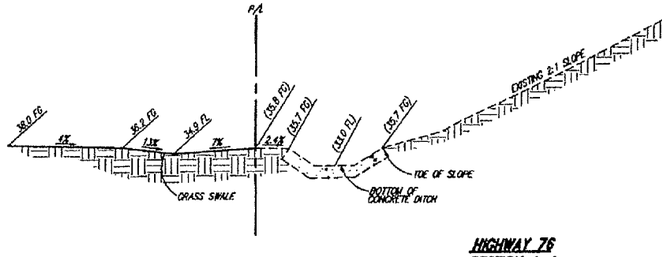
NORTH FOUSSAT ROAD SECTION (TYP.)
STATION 16+50 - 25+16.48
NO SCALE



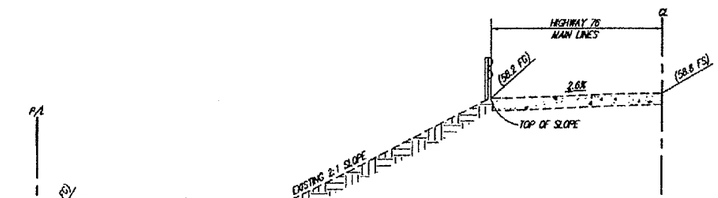
EMERGENCY ACCESS TRAVELWAY (TYP.)
NO SCALE

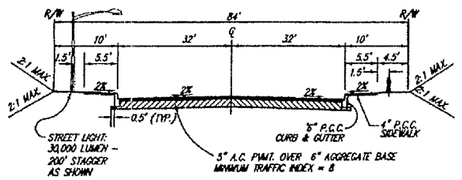


PARKING LOT TRAVELWAY (TYP.)
NO SCALE

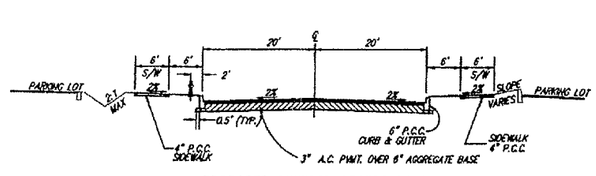


HIGHWAY 76
SECTION A-A
NO SCALE

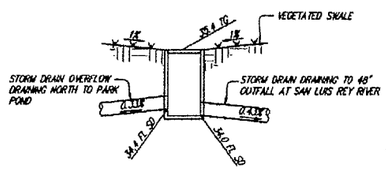




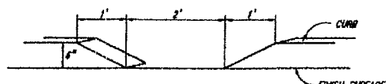
PROPOSED PALA ROAD
PUBLIC ROAD (26+50 TO 41+85.98)
NO SCALE



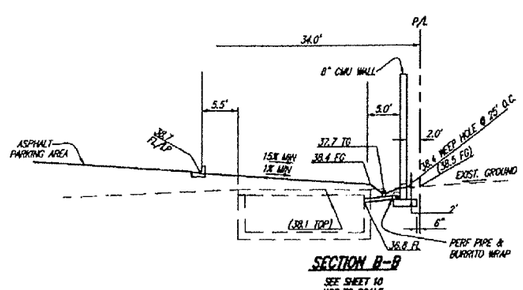
PROPOSED CENTRAL ACCESS ROAD
PRIVATE
NO SCALE



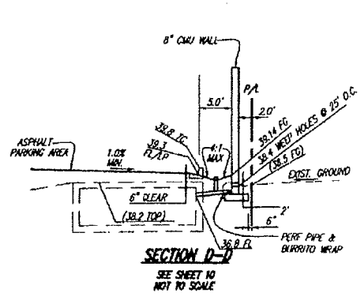
OVERFLOW REROUTING STRUCTURE DETAIL
SEE SHEET 7 & 10
NOT TO SCALE



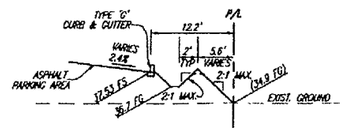
DETAIL - CURB OPENING
NOT TO SCALE



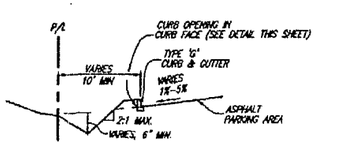
SECTION B-B
SEE SHEET 10
NOT TO SCALE



SECTION D-D
SEE SHEET 10
NOT TO SCALE



SECTION C-C
SEE SHEET 7
NOT TO SCALE



TYPICAL GRASS-LINED SWALE
@ BACK OF PARKING BAY
NOT TO SCALE

BENCHMARK:

DESCRIPTION: CITY OF OCEANSIDE B.M. A-9

LOCATION: FD BRASS SCREW AND WASHER STAMPED COS BM A9 AT SE CORNER OF C.B. OF SE RETURN OF MISSION AND COPPERWOOD

ELEVATION: 33.909

REGISTERED PROFESSIONAL ENGINEER JOHN P. SINCHAIMER No. 65187 EXP. 6/30/08 CIVIL STATE OF CALIFORNIA

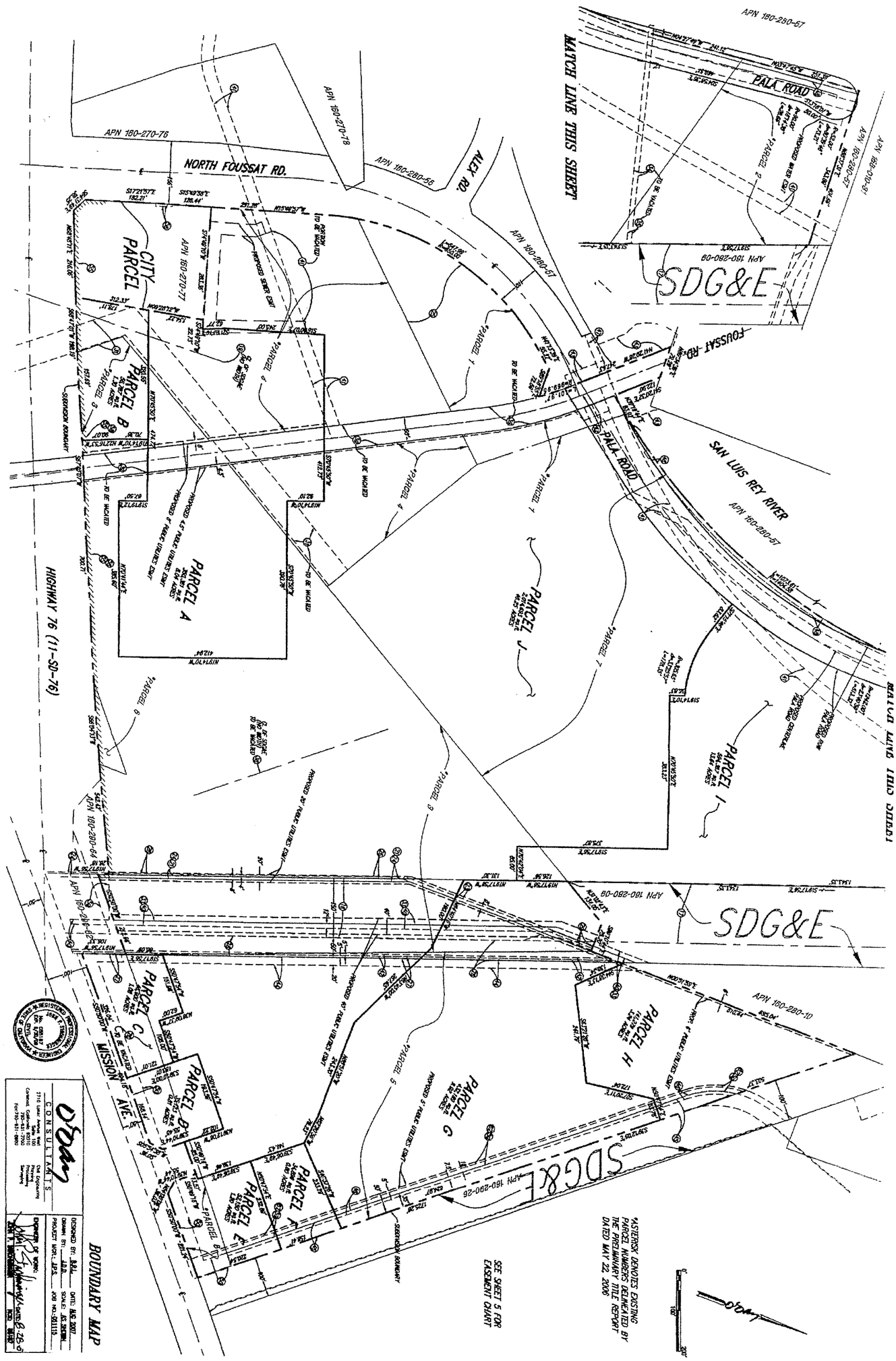
O'Day CONSULTANTS
2710 Loker Avenue West Suite 100 Carlsbad, California 92010 760-931-7700 Fax:760-931-8650
Civil Engineering Planning Processing Surveying

DESIGNED BY: B.R.L. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115
ENGINEER OF WORK: DATE: 8-28-07
JOHN P. SINCHAIMER RCE: 65187

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

SOURCE: O'DAY CONSULTANTS, 2007

SOURCE: O'DAY CONSULTANTS, 2007



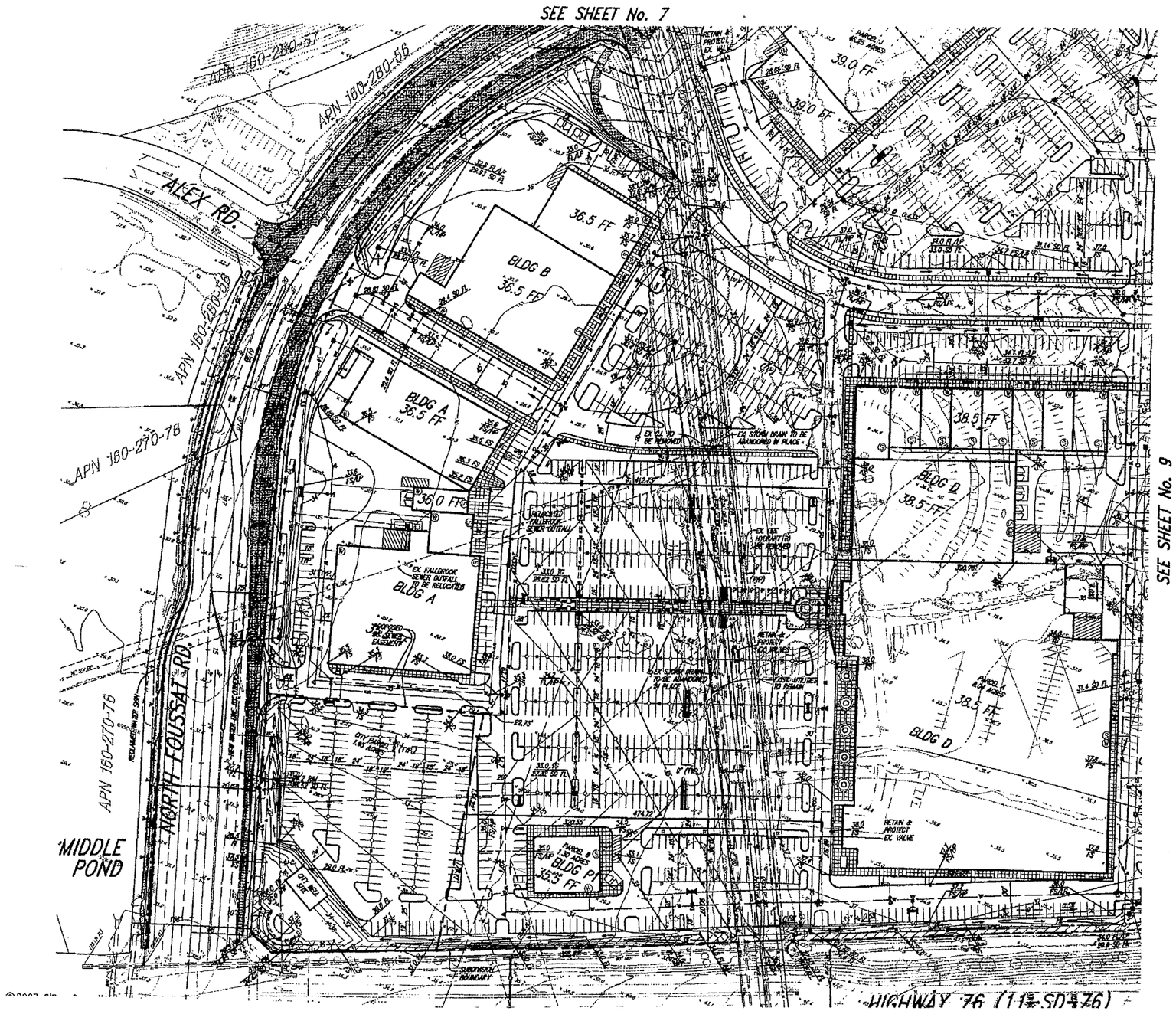
Affinis

Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

TENTATIVE PARCEL MAP (SHEET 4)

FIGURE III.B-4

TENTATIVE PARCEL MAP
FOR
THE PAVILION AT OCEANSIDE



SOURCE: O'DAY CONSULTANTS, 2007

O'Day CONSULTANTS
2710 Loker Avenue West, Suite 100, Carlsbad, California 92010, 760-931-7700, Fax 760-931-8680
Civil Engineering, Planning, Processing, Surveying

DESIGNED BY: D.R.L. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115
ENGINEER OF WORK: John P. Stromberger DATED: 8-28-07
JOHN P. STROMBERGER RCE: 59967

FIGURE III.B-5

TENTATIVE PARCEL MAP (SHEET 6)

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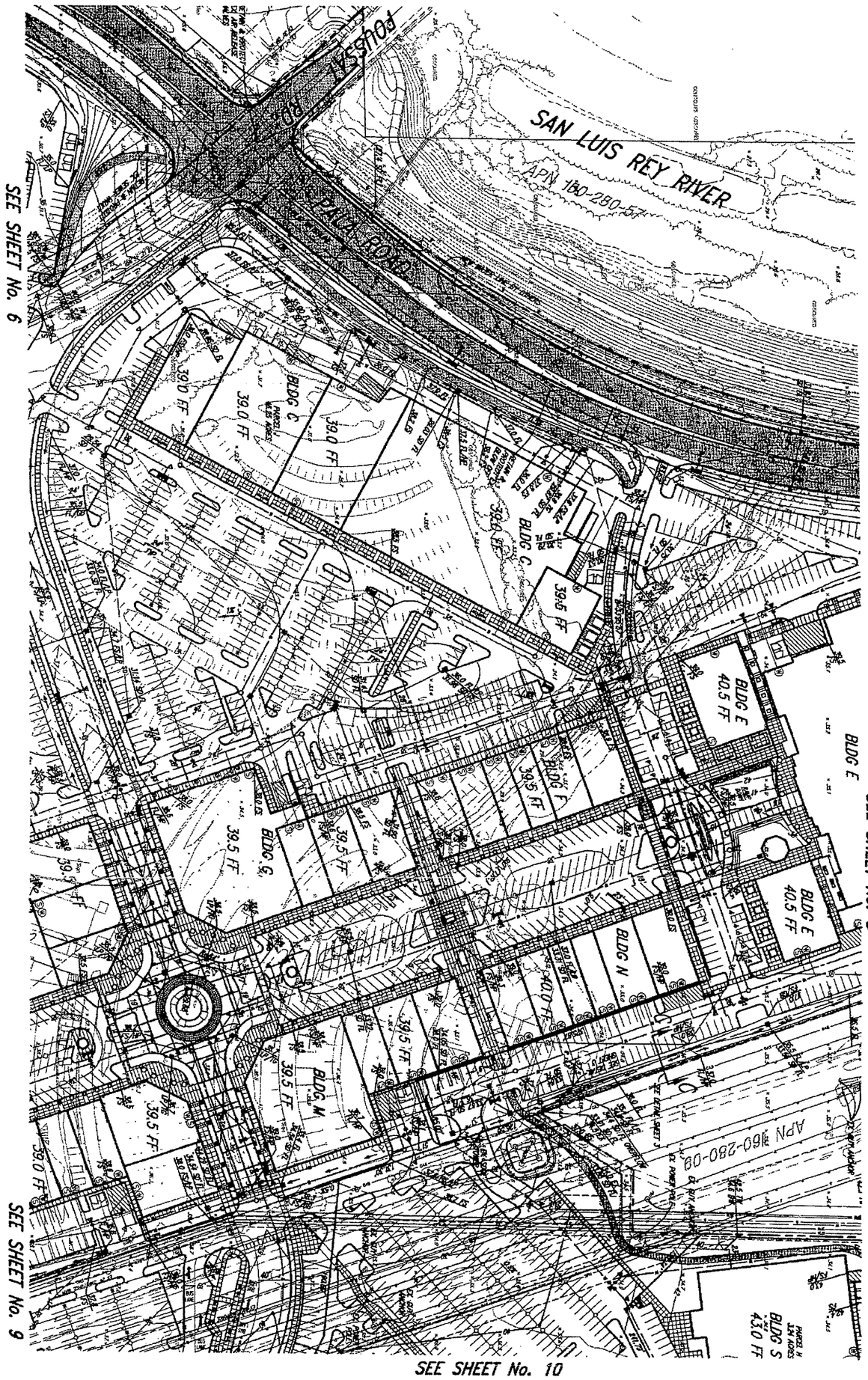
847 Jamacha Road
El Cajon, CA 92019



SOURCE: O'DAY CONSULTANTS, 2007

O'Day CONSULTANTS
2710 Loker Avenue West, Suite 100, Carlsbad, CA 92010
Tel: 760-931-8700 Fax: 760-931-8800
Civil Engineering, Land Planning, Surveying

DESIGNED BY: B.B.L. DRAWN BY: J.D.O. PROJECT MGR.: J.P.S. DATE: AUG. 2007 SCALE: AS SHOWN JOB NO.: 05116

DATE OF WORK: 8-25-07
JOHN P. SCHLAEFER
RCE: 38960

Affinis

Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

TENTATIVE PARCEL MAP (SHEET 7)

FIGURE III.B-6

TENTATIVE PARCEL MAP
FOR
THE PAVILION AT OCEANSIDE

FIGURE III.B-7

TENTATIVE PARCEL MAP (SHEET 8)

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

O'DAY CONSULTANTS
2710 Loker Avenue West
Suite 100
Carlsbad, California 92010
760-931-7700
Fax 760-931-8680

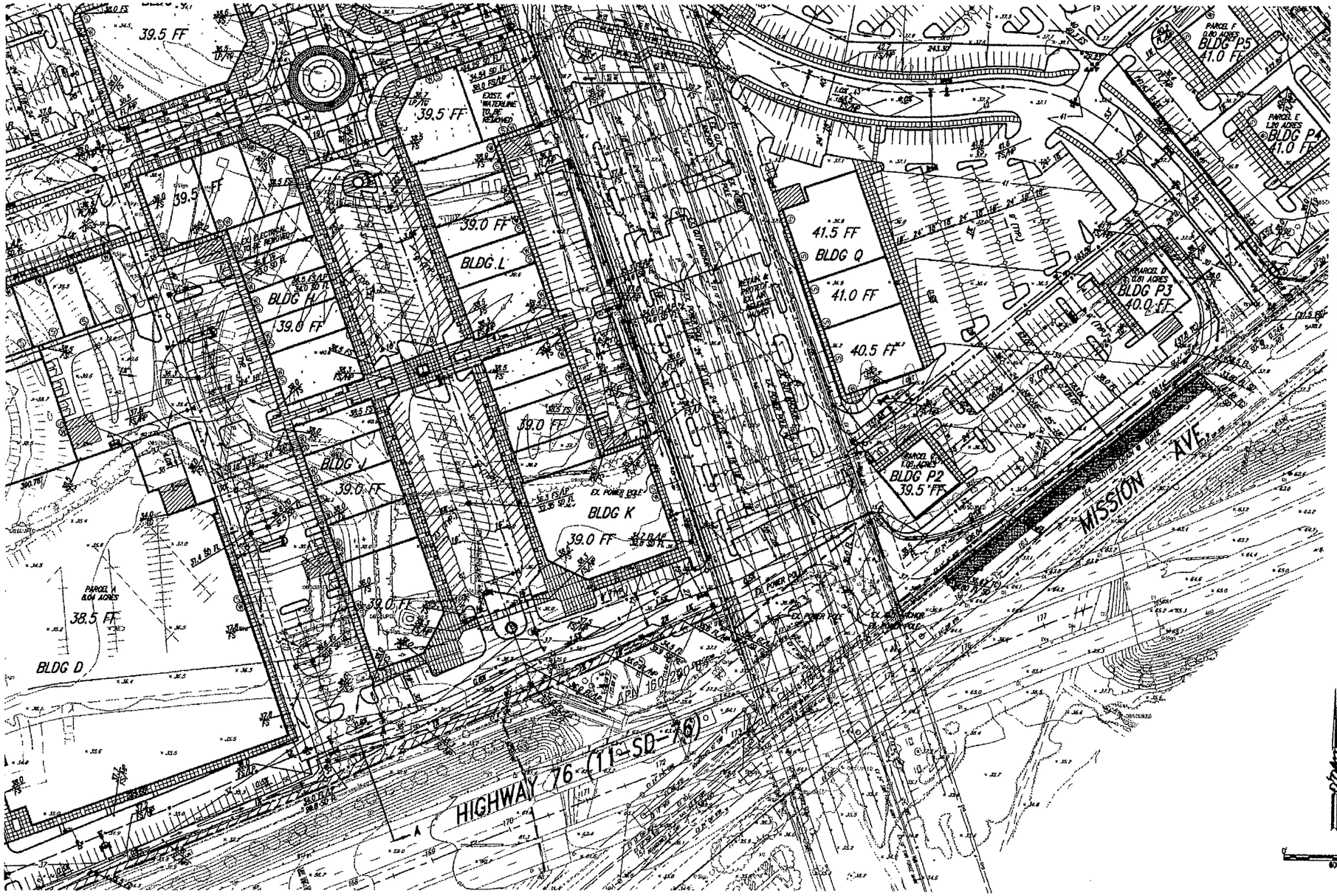
Civil Engineering
Planning
Processing
Surveying

DESIGNED BY: B.P.I. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115

ENGINEER OF WORK:
JOHN P. STICHWINGER DATE: 8-28-07
RCE: 59987

SOURCE: O'DAY CONSULTANTS, 2007

TENTATIVE PARCEL MAP
FOR
THE PAVILION AT OCEANSIDE



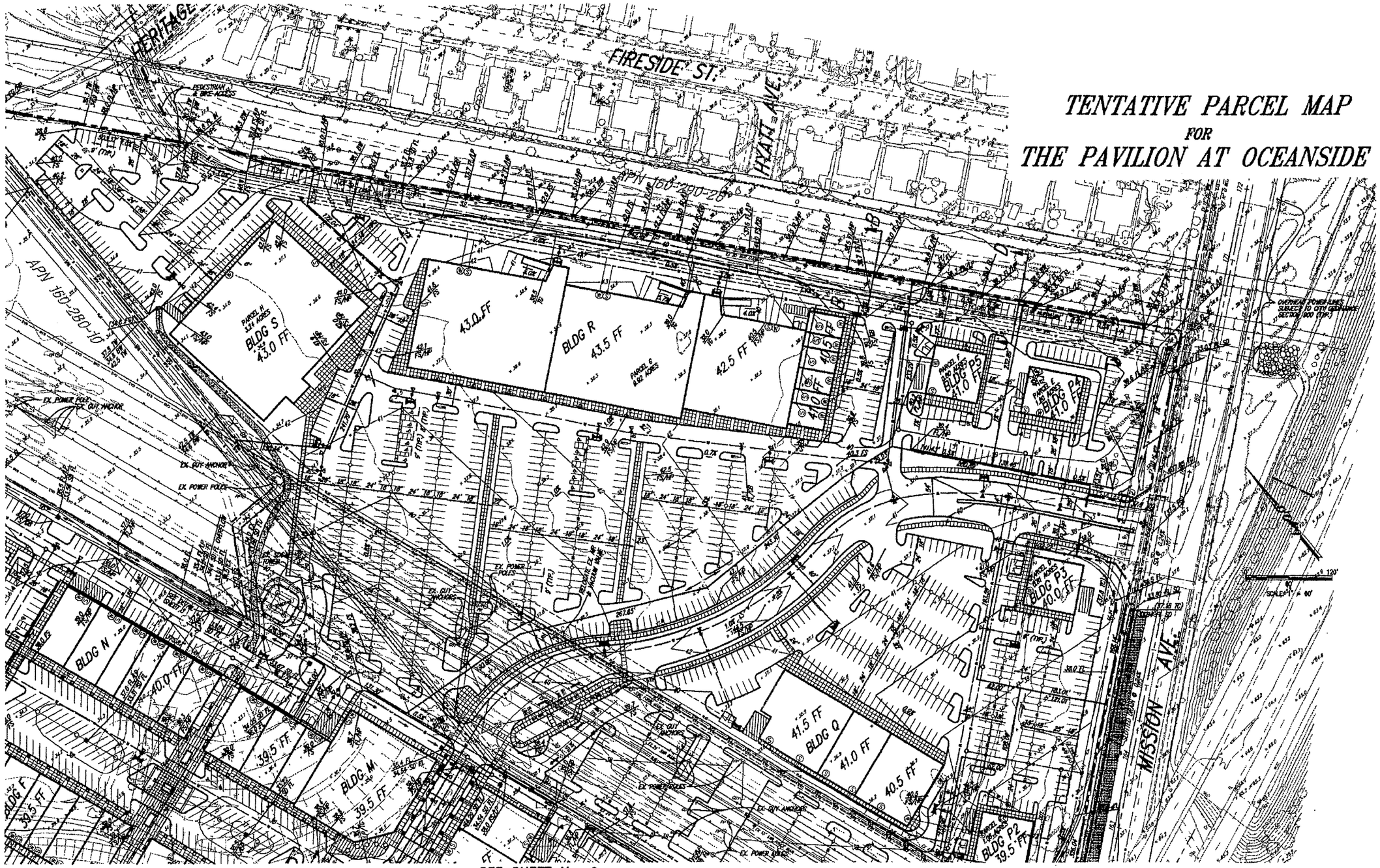
SOURCE: O'DAY CONSULTANTS, 2007

O'Day CONSULTANTS
2710 Loker Avenue West, Suite 100, Carlsbad, California 92010, 760-931-7700, Fax 760-931-8680
Civil Engineering, Planning, Processing, Surveying

DESIGNED BY: B.R.I. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115
ENGINEER OF WORK: John P. Stuhlsinger DATE 8-28-07
JOHN P. STUHLSINGER, RCE 59987

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

FIGURE III.B-8
TENTATIVE PARCEL MAP (SHEET 9)



SOURCE: O'DAY CONSULTANTS, 2007

FIGURE III.B-9

TENTATIVE PARCEL MAP (SHEET 10)

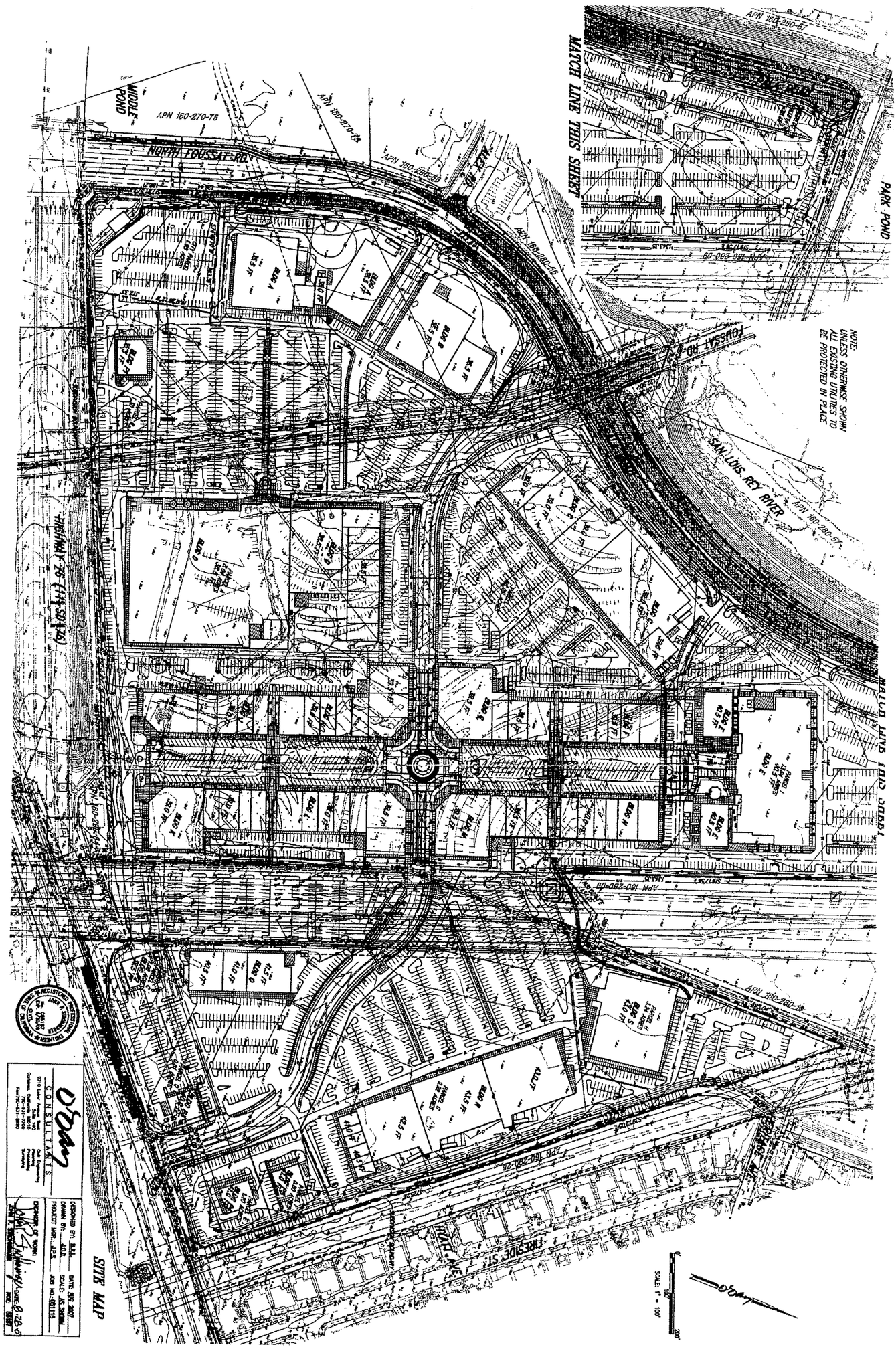
Affinis

Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

O'Day CONSULTANTS
2710 Loker Avenue West
Suite 100
Carlsbad, California 92010
760-931-7700
Fax 760-931-8680
Civil Engineering
Planning
Processing
Surveying

DESIGNED BY: B.R.L. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115
ENGINEER OF WORK: JOHN P. STICHWINGER DATE: 8-28-07
REG. 60987

SOURCE: O'DAY CONSULTANTS, 2007



Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

PROPOSED SITE PLAN
TENTATIVE PARCEL MAP SHEET 2

FIGURE III.B-1

GENERAL NOTES

1. SITE AREA:
   GROSS AREA ..... 81.87 ACRES
   (INCLUDES 1.95 ACRE CITY PARCEL PROPOSED FOR LEASE, WHICH IS SUBJECT TO CITY COUNCIL APPROVAL)

   NET DEVELOPMENT AREA ..... 88.25 ACRES
   (EXCLUDES 3.74 ACRE PALA ROAD RIGHT OF WAY)

   BUILDING AREA
   GROSS FLOOR AREA ..... 929,110 SF
   BUILDING COVERAGE ..... 24.17% (50% MAX PERMITTED)
   (BASED ON NET DEVELOPMENT AREA FAR)

   PARKING:
   PARKING REQUIRED:
   RETAIL AND HEALTH CLUB . . . 4/1000 SF . . . . 3,371 SPACES
   RESTAURANTS . . . . . 10/1000 SF . . . . . 263 SPACES
   THEATER . . . . . 1/3 SEATS . . . . . 1000 SPACES
   TOTAL . . . . . 4,634 SPACES

   PARKING PROVIDED: . . . . . 4,713 SPACES

   LOADING SPACES REQUIRED . . . . . 45 SPACES
   LOADING SPACES PROVIDED . . . . . 45 SPACES

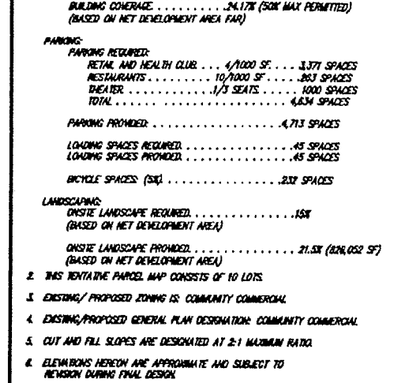
   BICYCLE SPACES: (5%) . . . . . 233 SPACES

   LANDSCAPING:
   ONSITE LANDSCAPE REQUIRED 15%
   (BASED ON NET DEVELOPMENT AREA)

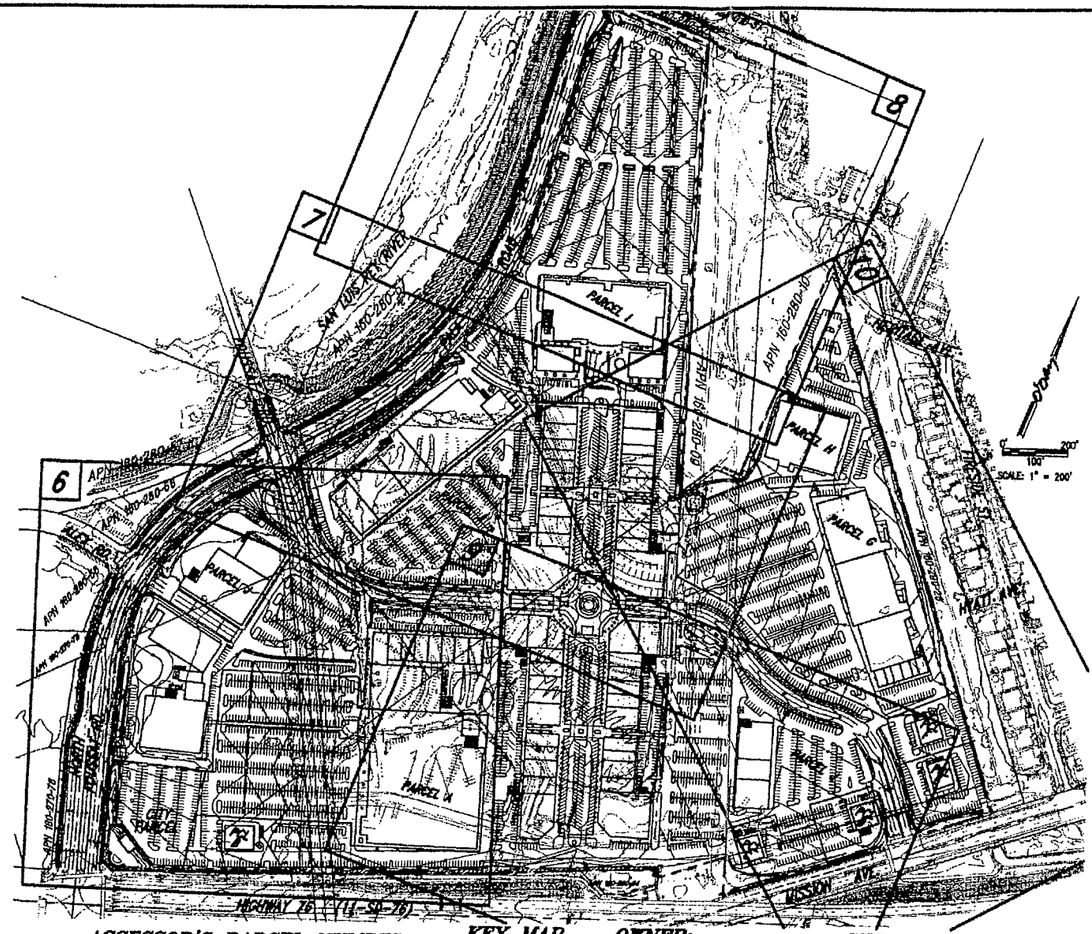
   ONSITE LANDSCAPE PROVIDED . . . . . 21.5% (826,052 SF)
   (BASED ON NET DEVELOPMENT AREA)
2. THIS TENTATIVE PARCEL MAP CONSISTS OF 10 LOTS.
3. EXISTING/ PROPOSED ZONING IS: COMMUNITY COMMERCIAL
4. EXISTING/PROPOSED GENERAL PLAN DESIGNATION: COMMUNITY COMMERCIAL
5. CUT AND FILL SLOPES ARE DESIGNATED AT 2:1 MAXIMUM RATIO.
6. ELEVATIONS HEREON ARE APPROXIMATE AND SUBJECT TO REVISION DURING FINAL DESIGN.
7. ALL LOT DIMENSIONS AND CURVE RADII ARE APPROXIMATE AND SUBJECT TO REVISION DURING FINAL DESIGN.
8. EARTHWORK QUANTITIES:

CUT	FILL	IMPORT	REMEDIAL
125,000 CY	464,000 CY	458,000 CY	445,000 CY

   EARTHWORK QUANTITIES AS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO REVISIONS DURING FINAL DESIGN. ADJUSTMENTS HAVE NOT BEEN MADE FOR SHRINKAGE AND SWELL.
9. EXISTING EASEMENTS AND IMPROVEMENTS AS PLOTTED ARE APPROXIMATE AND BASED ON AVAILABLE RECORD INFORMATION.
10. ALL STORM DRAIN FACILITIES SHOWN ARE TENTATIVE IN NATURE. ACTUAL STORM DRAIN SIZES AND ALIGNMENTS SHALL BE APPROVED FOLLOWING SUBMITTAL AND APPROVAL OF FINAL HYDROLOGICAL/HYDRAULIC CALCULATIONS.
11. EASEMENTS AS REQUIRED BY THE CITY ENGINEER, PUBLIC UTILITIES AND DISTRICTS.
12. ALL BOUNDARY INFORMATION SHOWN HEREON IS BASED ON RECORD DATA.
13. THE PRELIMINARY STORM WATER MANAGEMENT PLAN WAS DONE BY O'DAY CONSULTANTS DATED MAY 18, 2006, REVISED AUGUST 21, 2007.
14. THE PRELIMINARY DRAINAGE STUDY WAS DONE BY TORY R. WALKER ENGINEERING DATED JUNE 6, 2006, REVISED AUGUST 27, 2007.
15. SETBACK REQUIREMENTS:
   FRONT SETBACK = 15 FEET
   SIDE YARD SETBACK = 15 FEET
   REAR YARD SETBACK = 15 FEET
   CORNER SIDE YARD SETBACK = 15 FEET
16. PAVEMENT AREA IS 57.1 ACRES



VICINITY MAP
NO SCALE



KEY MAP
SCALE: 1" = 200'

TENTATIVE PARCEL MAP
FOR
THE PAVILION AT OCEANSIDE

LEGEND

SUBDIVISION BOUNDARY	
EXISTING PROPERTY LINE	
PROPOSED PARCEL LINE	
EXISTING EASEMENT	
PROPOSED EASEMENT	
EXISTING WATERLINE	W
EXISTING SEWER LINE	S
PROPOSED DAYLIGHT LINE	
PROPOSED 2:1 SLOPE	
WATER SERVICE	W
SEWER LATERAL	S
6" WATER METER	W
POC BROW DITCH	
STORM DRAIN PIPE*	SD
WATER LINE (ALL LINES ARE PRIVATE UNLESS OTHERWISE NOTED)	W
SEWER LINE	S
RETAINING WALL	
DESIGN ELEVATION	XX.XX
EXISTING ELEVATION	(XX.XX)
EXISTING CONTOUR	60
PROPOSED CONTOUR	60
EXISTING POWER POLE	PPD
EXISTING GUY ANCHOR	GUY
PUBLIC STREET PAVING	
EXISTING FIRE HYDRANT	
FIRE HYDRANT	
DOUBLE CHECK DECTECTOR ASSEMBLY	
VEGETATED SWALE (BMP)	

* STORM DRAIN IS TO BE MODIFIED TO ACCOMODATE LANDSCAPING

ASSESSOR'S PARCEL NUMBERS:

ASSESSOR'S PARCEL NO. . . . . 160-270-31, 82, 78 & 160-280-14, 48-51, 53-55 160-290-58, 60, 63

*CITY PARCEL APN. 160-270-77

*NOTE: 1.95 AC CITY PARCEL IS PROPOSED TO BE LEASED, AND WILL BE SUBJECT TO CITY COUNCIL APPROVAL.

PUBLIC UTILITIES:

SEWER . . . . . CITY OF OCEANSIDE
WATER . . . . . CITY OF OCEANSIDE
STORM DRAIN . . . . . CITY OF OCEANSIDE
GAS & ELECTRIC . . . . . SDG&E
FIRE PROTECTION . . . . . CITY OF OCEANSIDE
TELEPHONE . . . . . SBC
CABLE TELEVISION . . . . . COX CABLE
SCHOOLS . . . . . OCEANSIDE UNIFIED SCHOOL DISTRICT

LEGAL DESCRIPTION:

PORTIONS OF SECTION 18, TOWNSHIP 11 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA DESCRIBED AS PARCELS 1-8 AS DESCRIBED IN THE PRELIMINARY TITLE REPORT BY NORTH AMERICAN TITLE COMPANY ORDER NO. 7000785-27.

FLOOD ZONE DESIGNATION:

THE FLOOD INSURANCE RATE MAP (FIRM) FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) DATED JANUARY 18, 2001 SHOWS ALL OF THE SUBJECT PROPERTY WITHIN ZONE A99. THIS ZONE IS DEFINED AS AN "AREA TO BE PROTECTED FROM THE 100-YEAR FLOOD BY A FEDERAL FLOOD PROTECTION SYSTEM CURRENTLY UNDER CONSTRUCTION".

IT HAS BEEN DETERMINED THAT THE PROJECTION SYSTEM IS A LEVEE THAT WAS CONSTRUCTED BY THE ARMY CORP OF ENGINEERS. THE SYSTEM HAS NOT BEEN CERTIFIED BY THE CORP DUE TO ENVIRONMENTAL ISSUES WITH THE MAINTENANCE AND OPERATION PLAN. UNTIL THE MAINTENANCE AND OPERATIONS PLAN IS CERTIFIED FEMA WILL NOT REVISE THE FIRM MAP TO SHOW THE SITE TO BE FULLY PROTECTED FROM THE 100-YEAR FLOOD.

OWNER:

JOHN M. AND ROBERT C. SIEGEL
503 VISTA BELLA
OCEANSIDE, CA 92054
(760) 722-7636

Robert C. Siegel
ROBERT C. SIEGEL

DEVELOPER:

MEL KUHNEL
THOMAS ENTERPRISES, INC.
2305 SHELTER ISLAND DRIVE, SUITE 202
SAN DIEGO, CA 92106
(619) 222-9803

SOILS ENGINEER:

EBERHART/UNITED CONSULTANTS
1031 SECOVA CIRCLE
PLACENTIA, CA 92870
(714) 632-5555

TOPOGRAPHIC MAPPING:

1. SAN-LO AERIAL TOPOGRAPHY DATED 05/03/05

NOTE!!
ELECTRONIC DATA FILES ARE FOR REFERENCE ONLY AND ARE NOT TO BE USED FOR HORIZONTAL OR VERTICAL SURVEY CONTROL

SHEET INDEX:

ABBREVIATIONS

TF = FINISHED FLOOR
TG = TOP OF GRATE
HP = HIGH POINT
LP = LOW POINT
FS = FINISHED SURFACE
FL = FLOWLINE
FG = FINISHED GRADE
SFM = SEWER FORCE MAIN
F = FUEL LINE

EASEMENTS:

EASEMENTS SHOWN ARE PER PRELIMINARY TITLE REPORT BY NORTH AMERICAN TITLE INSURANCE COMPANY DATED MAY 22, 2006 ORDER NO. 7004528-27.

BENCHMARK:

DESCRIPTION: CITY OF OCEANSIDE B.M. A-9
LOCATION: FD BRASS SCREW AND WASHER STAMPED COS BM A9 AT SE CORNER OF C.B. OF SE RETURN OF MISSION AND COPPERWOOD
ELEVATION: 33.909

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS TENTATIVE PARCEL MAP IS THE LINE BETWEEN 2-1/2" CADT DISK STAMPED "76-2.37R 1989" AND 2-1/4" CADT DISK STAMPED "76-2.66L 1989" AS SHOWN ON ROS NO. 17820

APPLICANT'S REPRESENTATIVE

THE LIGHTFOOT PLANNING GROUP
3750 FLEET STREET
SUITE 250
CARLSBAD, CA 92008
(760) 692-1924

CIVIL ENGINEER/LAND SURVEYOR:

O'DAY CONSULTANTS, INC.
2710 LOKER AVENUE WEST, SUITE 100
CARLSBAD, CA 92010
(760) 931-7700

REGISTERED PROFESSIONAL ENGINEER JOHN P. STINCHFIELD No. C55187 EXP. 6/30/09 CIVIL STATE OF CALIFORNIA

O'DAY CONSULTANTS
2710 Loker Avenue West, Suite 100, Carlsbad, California 92010, 760-931-7700, Fax:760-931-8680
Civil Engineering, Planning, Processing, Surveying

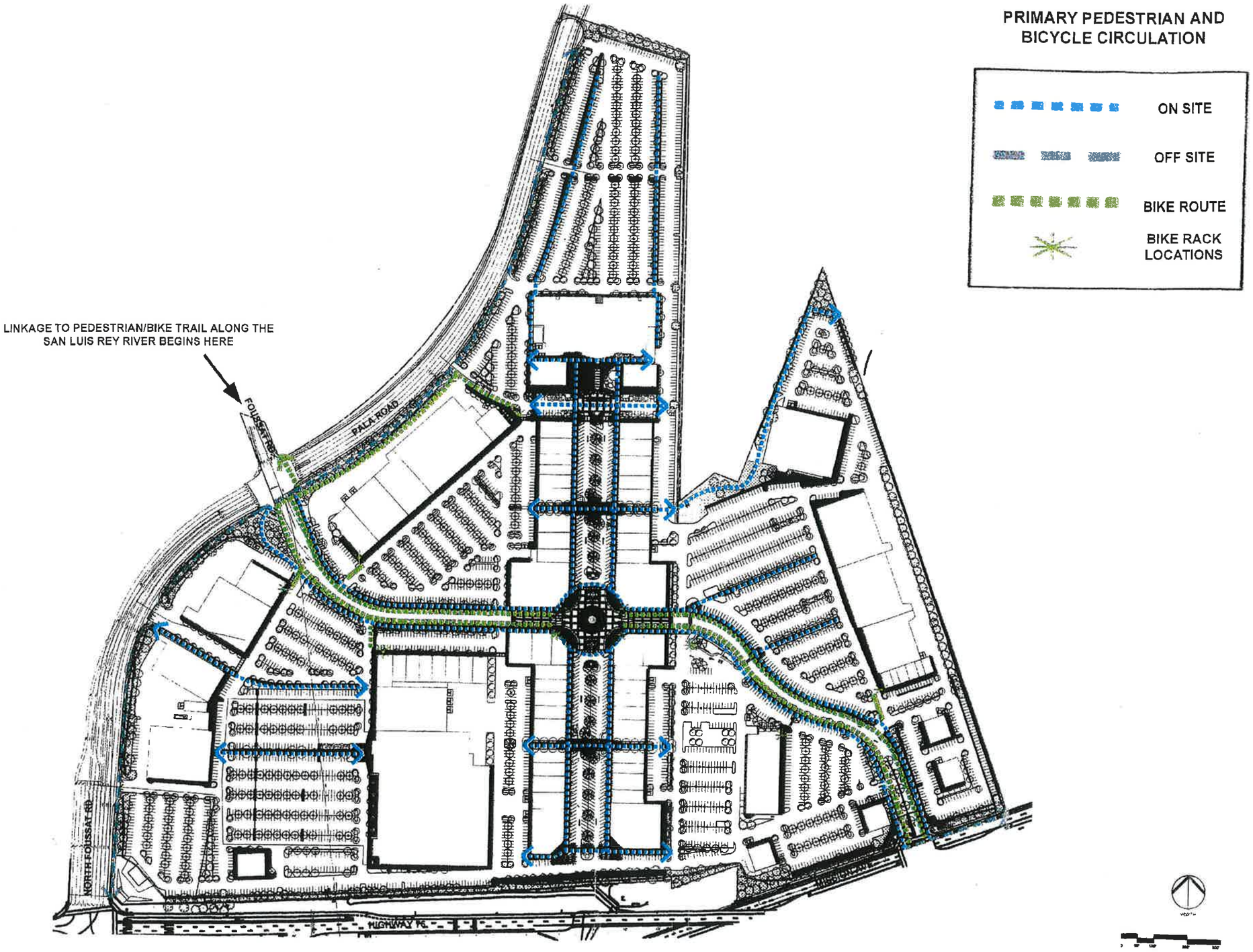
DESIGNED BY: R.P.L. DATE: AUG 2007
DRAWN BY: J.D.D. SCALE: AS SHOWN
PROJECT MGR.: J.P.S. JOB NO.: 051115
ENGINEER OF WORK: John P. Stinchfield DATE: 8-28-07
JOHN P. STINCHFIELD RCE: 55187

FIGURE III.B-2

TENTATIVE PARCEL MAP (SHEET 1)

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

SOURCE: O'DAY CONSULTANTS, 2007



PRIMARY PEDESTRIAN AND BICYCLE CIRCULATION

- ON SITE
- OFF SITE
- BIKE ROUTE
- BIKE RACK LOCATIONS

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2007

FIGURE III.B-10

PEDESTRIAN AND BICYCLE ROUTES

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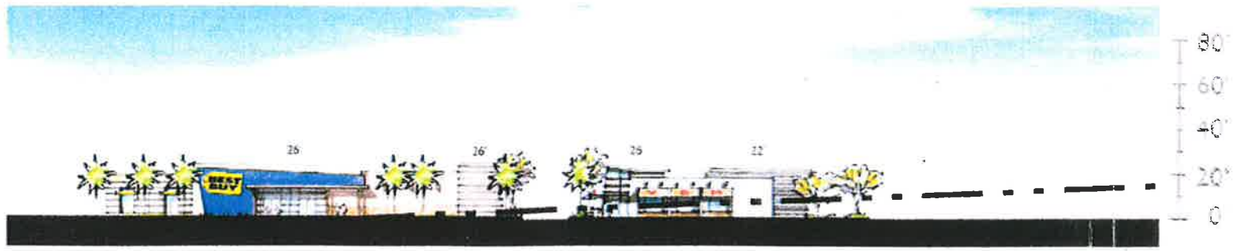
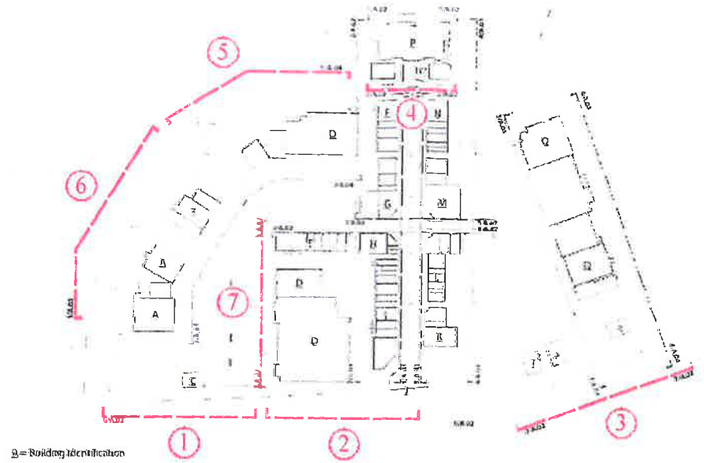
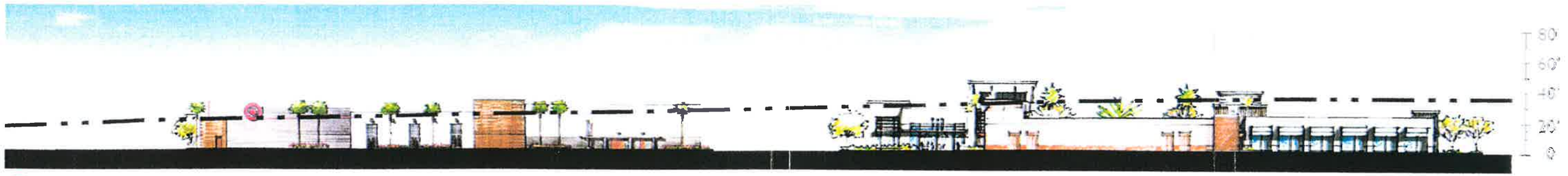
El Cajon, CA 92019

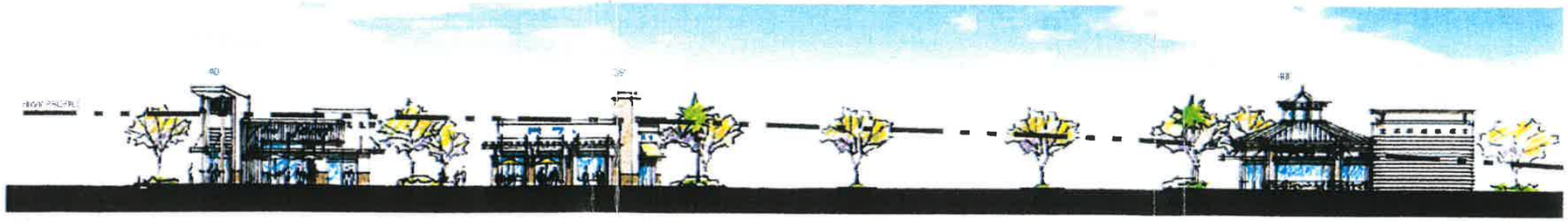


1 ELEVATION





2 ELEVATION



3 ELEVATION

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2008

SCALE: 1" = 64'

0' 64' 128'

Affinis

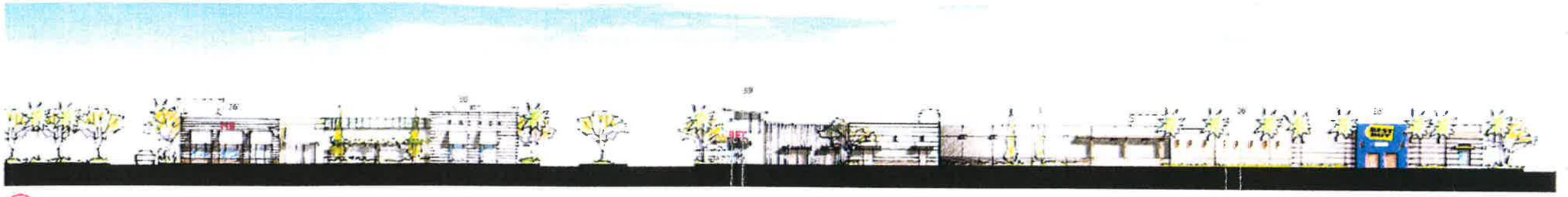
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

SAMPLE ELEVATIONS (SHEET 1)

FIGURE III.B-11

4 ELEVATION

5 ELEVATION



6 ELEVATION

7 ELEVATION

SOURCE:WAKEFIELD BEASLEY & ASSOCIATES, 2008

SCALE : 1" = 64'

0' 64' 128'

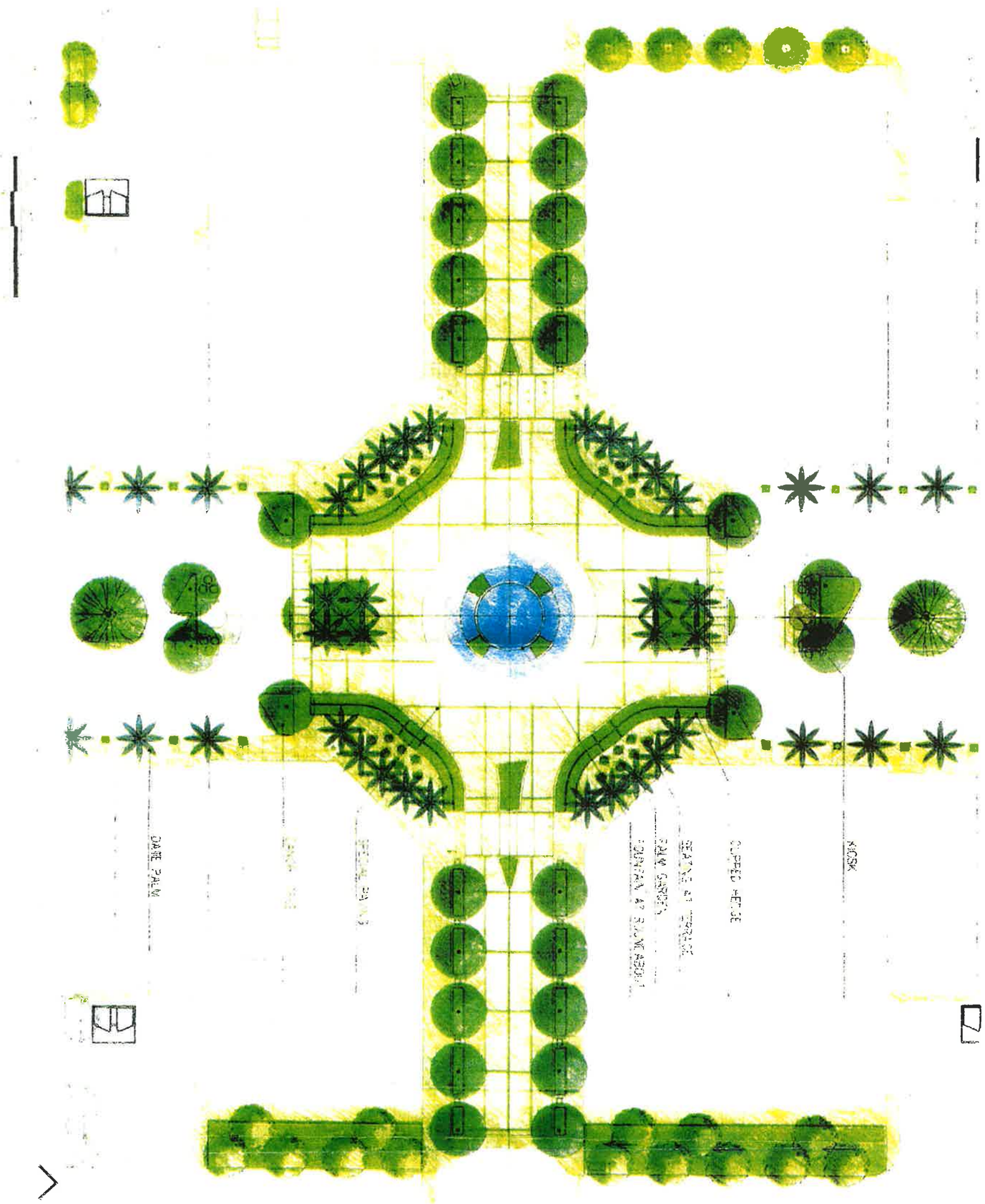
Affinis

Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

SAMPLE ELEVATIONS (SHEET 2)

FIGURE III.B-12

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2007



Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

SAMPLE LANDSCAPING PLAN (SHEET 1)

FIGURE III.B-13

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2007

FIGURE III.B-14

SAMPLE LANDSCAPING PLAN (SHEET 2)

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

PRIMARY PEDESTRIAN CORRIDOR (NORTH) AT MAIN STREET

SCALE: 1/16"=1'

PRIMARY PEDESTRIAN CORRIDOR (SOUTH) AT MAIN STREET

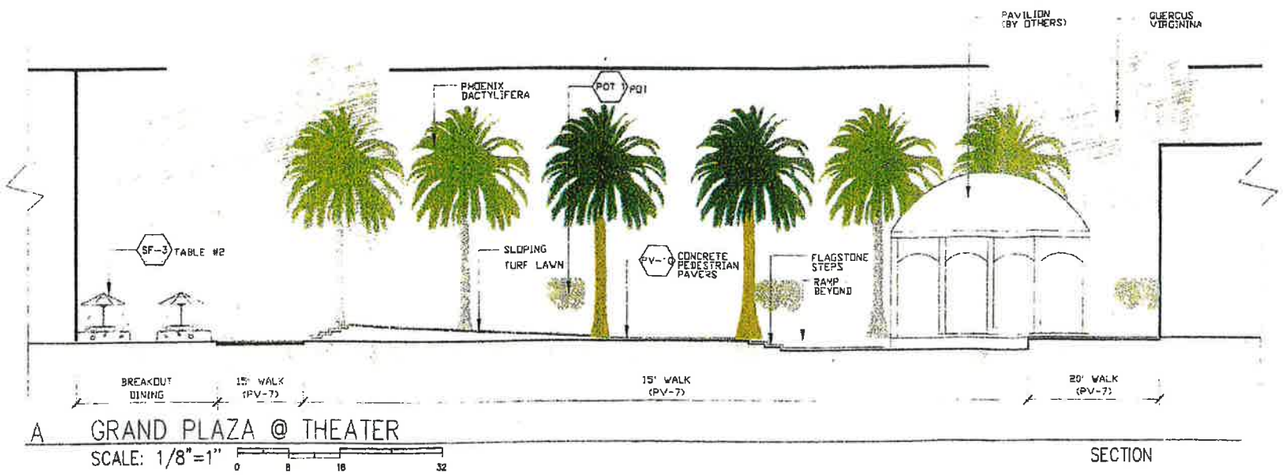
SCALE: 1/16"=1'

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2007

FIGURE III.B-15

SAMPLE LANDSCAPING PLAN (SHEET 3)

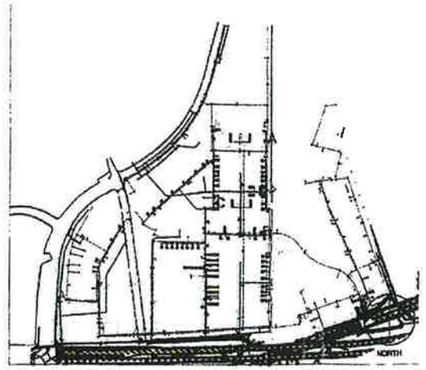
Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019



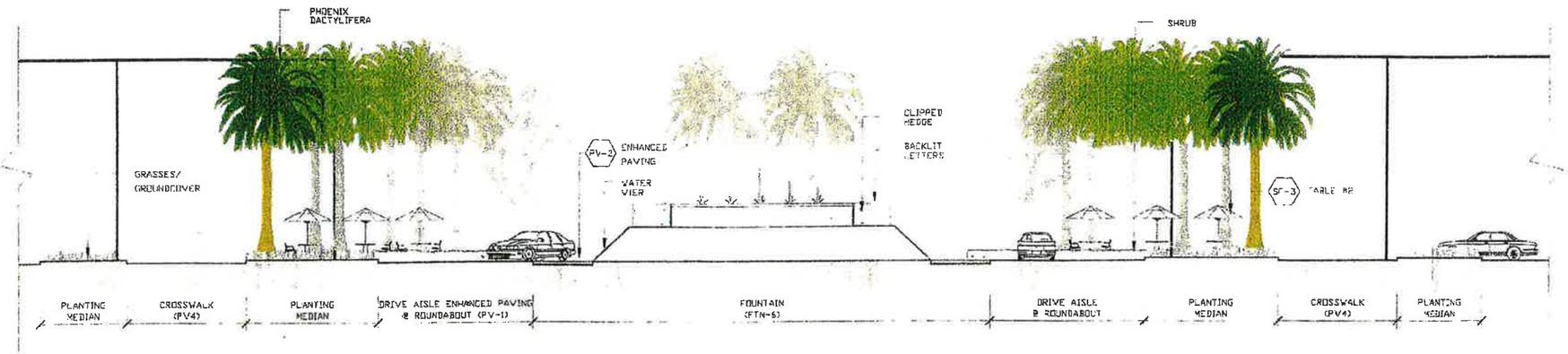
A GRAND PLAZA @ THEATER

SCALE: 1/8"=1" 0 8 16 32

SECTION



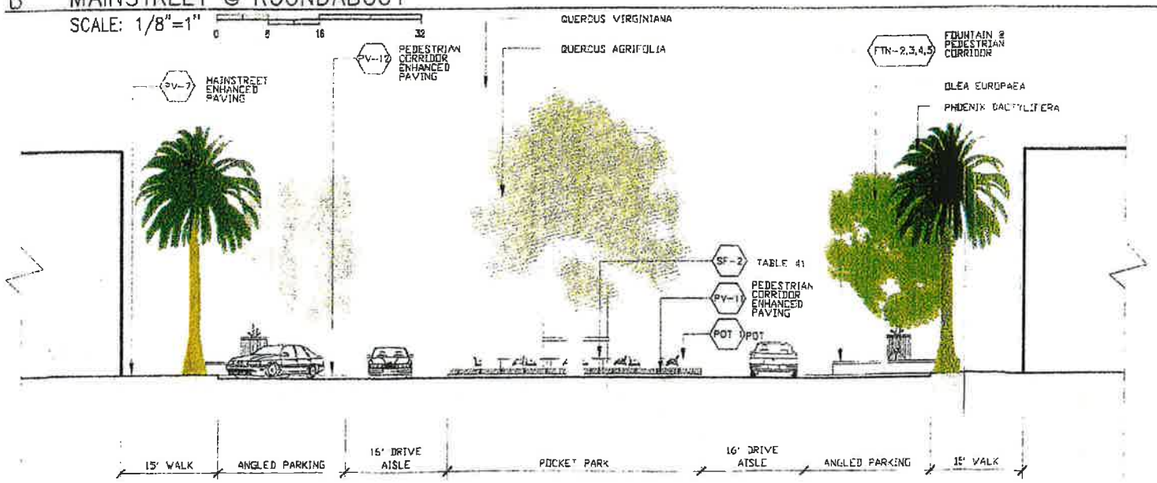
KEY MAP: N.T.S.



B MAINSTREET @ ROUNDABOUT

SCALE: 1/8"=1" 0 8 16 32

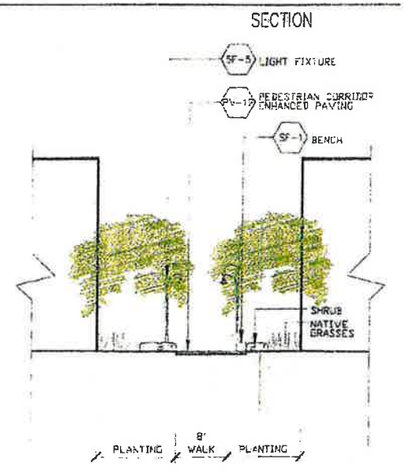
SECTION



C PRIMARY PEDESTRIAN CORRIDOR @ MAINSTREET

SCALE: 1/8"=1" 0 8 16 32

SECTION



D PRIMARY PEDESTRIAN CORRIDOR

SCALE: 1/8"=1" 0 8 16 32 SECTION

SOURCE: WAKEFIELD BEASLEY & ASSOCIATES, 2007

FIGURE III.B-16

SAMPLE LANDSCAPING PLAN (SHEET 4)

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

IV ENVIRONMENTAL ANALYSIS

A. AESTHETICS

Existing Conditions

In its existing condition, the subject property is partially vacant, but it does not support significant visual resources. The overall site is relatively flat, and views are dominated by the power lines currently traversing the site and the former drive-in with four large screens (approximately 50 feet tall; the larger screens are 80 feet wide, and the smaller are 60 feet wide), paved areas, and associated minimal landscaping (Figure IV.A-1). The property is highly visible from many public vantage points, including Mission Avenue, S.R. 78, Foussat Road, and the pedestrian/bicycle path along the San Luis Rey River. Long-range views include areas along El Camino Real.

Impact

Development of the property would result in a change of the currently obstructed view of partially vacant land and the weekend swap meet cars, display stalls, and associated items to a view of an approximately 950,000 sq ft commercial shopping center with associated parking, lighting, and landscaping. The height of the structures would vary, ranging from a low of 22 feet (a kiosk area), with most buildings averaging 36 feet. The proposed cinema would be approximately 56 feet in height, with an attached architectural element tower at 80 feet. A comparison of existing views and simulated views of the proposed project are included in Figures IV.A-2-6. These simulations are to demonstrate the mass and bulk of the project rather than show architectural detail (refer back to Figures III.B-11 and 12). While the existing drive-in screens would be removed, the overhead transmission lines would remain in place and would still be visible.

The applicant has developed and modified the proposed architectural plans in consultation with the City of Oceanside. Each building design would incorporate consistent theme elements while recognizing operational and functional requirements. Uniquely detailed and individual facades would be provided through use of layered architectural forms and colors. To provide visual interest from both the pedestrian level and greater distances, a variety of styles, design elements, materials, and colors would be used. The proposed building materials and design elements, detailed in the project description above, would be used to accomplish the character and uniqueness of the design.

The appearance of loading docks in the rear of buildings was of concern to the City, and the architectural plans were revised to address this concern. Rear facades have been detailed to have enhanced architectural features and elements. Additionally, perimeter landscaping has been incorporated to soften the views to these areas (refer to Figures III.B-11 and 12 in the previous chapter, Elevations 1,2,3,5, and 6).

Section 3021 of the City's Zoning Ordinance (Screening Specifications) requires that mechanical equipment is screened when adjacent to a residential district. Such equipment includes heating, air conditioning, refrigeration equipment, plumbing lines, duct work, and transformers. Per Section 3021 C, screening materials may have evenly distributed openings or perforations averaging 50% of the surface area and shall effectively screen mechanical equipment so that it is not visible form a street or adjoining lot. The project will be required to provide screening as a standard Condition of Approval. For equipment visible from the bike path and S.R. 76, equipment may be painted to match the roof to address more distant views of rooftops.

Construction of a project of this scale would introduce a new source of light and glare into the area. Glare would not be expected to be a significant factor, as this is more commonly associated with

multi-story structures with many windows. The proposed structures would be one or two stories, and the majority of the windows would face inward toward the center of the development area.

Lighting would be needed for the buildings themselves, as well as the parking areas. The project would be subject to the City's Light Pollution Control Ordinance.

Impact Significance Criteria -Aesthetics

Impacts would be considered significant if the development would have a substantial adverse effect on a scenic vista; substantially damage scenic resources (e.g., trees, rock outcroppings, historic buildings); substantially degrade the existing visual character or quality of the site and its surroundings; create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

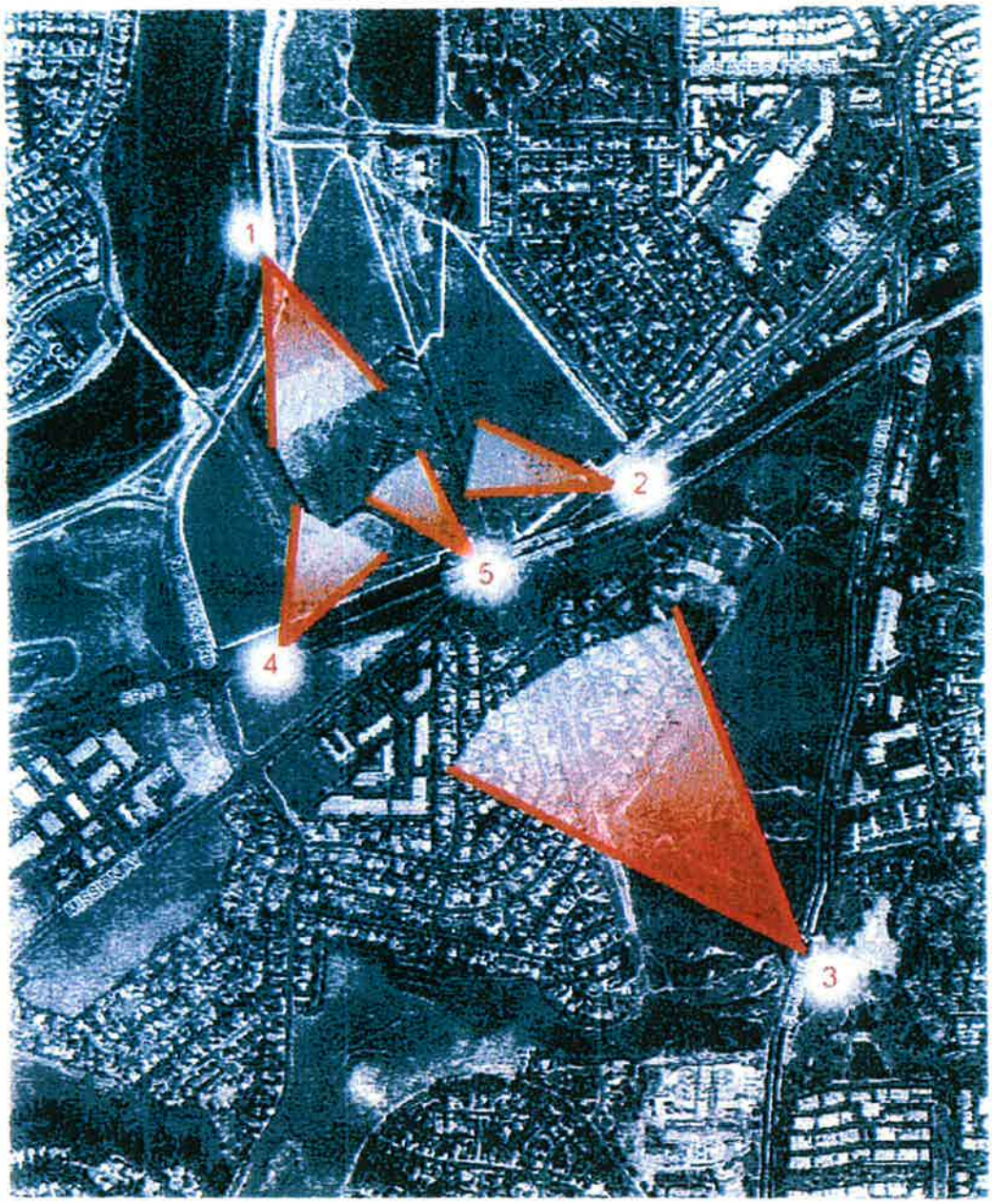
Significance of Impact

The project would not have an adverse effect on a scenic vista or damage any scenic resources. As views of the site are currently dominated by the power lines and the abandoned large drive-in theater, screens, and ancillary buildings, the introduction of architecturally themed and designed structures to the site would not substantially degrade the visual character or quality of the site or its surrounding areas, eliminating the "hodge-podge" appearance of the weekly swap meet. While the project would introduce a new source of light (and glare, to a lesser degree), it would be in the context of the existing, urbanized corridor along Mission Avenue, which includes other commercial and industrial uses along with the Oceanside Airport. The project design compliance with City regulations would avoid a significant impact.

Mitigation

As no significant impacts have been identified, no mitigation measures are required.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**GENERAL SITE VIEWS**	**FIGURE IV.A-1**



NOTE: SEE CHAPTER VI (FIGURES IV.C-2 & IV.C-3) FOR VIEW #5

SOURCE: RTKL, 2008

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**KEY TO VISUAL SIMULATIONS**	**FIGURE IV.A-2**

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VIEW 1

VIEW 2

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	EXISTING VIEWS, 1 AND 2	FIGURE IV.A-3

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VIEW 1

VIEW 2

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**SIMULATED VIEWS 1 AND 2**	**FIGURE IV.A-4**

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VIEW 3

VIEW 4

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**EXISTING VIEWS 3 AND 4**	**FIGURE IV.A-5**

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VIEW 3

VIEW 4

NOTE: RED INDICATES SCALE OF EXISTING DRIVE-IN SCREENS RELATIVE TO THE PROPOSED STRUCTURES

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**SIMULATED VIEWS 3 AND 4**	**FIGURE IV.A-6**

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B. AIR QUALITY

An Air Quality Conformity Assessment was performed by Investigative Science Engineering, Inc. (ISE, 2008). This assessment, included as Appendix B, provides the material for the following analysis. For purposes of analyzing the impacts associated with potential greenhouse gas emissions for the Pavilion at Oceanside, an additional technical report was prepared by ISE. That report, also included in Appendix B, is discussed in Chapter VII of this EIR (Cumulative Impacts).

Existing Conditions

The proposed project site lies within the San Diego Air Basin. Ambient air pollutant concentrations within the basin are measured at 10 air-quality-monitoring stations across the state. The two nearest stations to the project's location are (1) Camp Pendleton W. B St. Station within the City of Oceanside, approximately 9.2 miles from the project site; and (2) East Valley Parkway Station within the City of Escondido, approximately 10.8 miles to the southeast of the site. Tables 3a through -i within the Air Quality Conformity Assessment (Appendix B) summarize the highest pollutant levels recorded at these monitoring stations. Both the Camp Pendleton and Escondido stations reported exceedances for ozone (O_3). The Escondido station also reported an exceedance in particulate matter (PM_{10}). All other criteria pollutants are within federal and state standards.

The San Diego Regional Air Quality Strategy (RAQS) maintains an "emissions budget" for the San Diego Air Basin which accounts for existing conditions, planned growth based on General Plans for cities within the San Diego Association of Governments (SANDAG) region, and air quality control measures implemented by the San Diego County Air Pollution Control District (SDAPCD). This budget accounts for current emissions associated with the proposed project as well as previously approved projects consistent with the standing General Plan policies.

The proposed Pavilion at Oceanside Commercial Center upholds the General Plan land use designation of Community Commercial (CC), and has therefore been accounted for within the SANDAG projections for growth within the area. The *Consistency Criterion* of the RAQS is based on the comparison between anticipated emissions from the proposed project and emissions associated with previously approved and accounted for plans.

As the proposed Pavilion is consistent with the General Plan land use designation, it is likewise consistent with the RAQS, and would thus prove to uphold the State Implementation Plan (SIP) for the criteria pollutants under examination.

An existing dominant factor in regional air quality is the Santa Ana winds which frequent the area between the months of October and February, causing a noticeable degradation in air quality, typically as a result of pollutants being carried by Santa Ana winds to the coast and importing air pollution from outside the San Diego Air Basin.

Impact

The project proposes the development of a commercial center spanning 950,000 square feet on the 92-acre parcel. Listed below are project-related sources which would potentially impact air quality and were analyzed for projected functional emissions.

Short-Term:

Construction Emissions. Construction activities associated with rough-grading operations during project development would result in the release of exhaust emissions from motor vehicles. Fugitive dust emissions, which include PM_{10} and $PM_{2.5}$ (respirable particulate matter less than 10- and 2.5-microns in size respectably), are caused by ground disturbance during earthwork and other construction-related activities may have a substantial, but temporary, impact on air quality as well.

The proposed project would require the import of fill to raise the existing site level three to four feet. A total "worst-case" cut/fill grading quantity of 459,000 cubic yards (cy) of material will be moved over the course of all remedial earthwork, which translates to an approximate working weight of 596,000 tons. According to the Project Engineer, only 75-percent of this working weight would be capable of generating respirable fugitive dust emissions; the majority of the site is comprised of rocky material not capable of being reduced (even after blasting) to particles small enough to be of concern. Taking into account this percentage, the working weight of earthwork material capable of generating fugitive dust emissions would be 0.75 X 596,000 = 447,525 tons. Proposed grading operations would take place over an estimated maximum of 270 working days, which would give a breakdown of 1,657.5 tons/day. Following procedures and guidelines established in the SCAQMD CEQA Handbook for determining aggregate respirable dust generation, earthwork associated with the Pavilion Commercial Center would generate 106.4 pounds of fugitive dust per day. All phases of earthwork, however, will utilize surface wetting at least three time daily as a dust-control measure to suppress dust particulates and keep them from becoming airborne. Utilization of such wet dust suppression techniques would reduce fugitive dust emissions by 34- to 68-percent. For the purpose of analysis, a median 60-percent reduction in fugitive dust is assumed for proposed earthwork, thus lowering the anticipated level of PM_{10} to 42.6 pounds per day. As this level is well below the 100 pounds-per-day threshold established by SDAPCD, no significant impacts are anticipated. Similarly, $PM_{2.5}$ are calculated at 8.9 pounds per day, which is also below the threshold of significance.

The exact amount of unpaved road travel associated with construction activities is unknown at this time. For the purpose of analysis, it is assumed that the movement of construction vehicles onsite will cover a total of 50 miles per day. This activity would generate an estimated total of 23 pounds of PM_{10} per day. Levels of $PM_{2.5}$ are projected at 4.9 pounds per day. As levels for both fugitive dust particulates are below the established threshold, impacts are considered less than significant.

Table IV.B-1 includes a summary of emissions generated from construction grading operations associated with project development, as well as the significance thresholds established by the SDAPCD, which is used by CEQA to determine significant impacts to air quality

Table IV.B-1 Predicted Construction Emissions

Equipment Type	Qty. Used	HP	Daily Load Factor (%)	Duty Cycle (Hrs. / day)	Aggregate Emissions in Pounds / Day CO	NOx	SOx	PM_{10}	$PM_{2.5}$	ROG
Rough Grading Operations										
Dozer - D6 Cat	2	300	50	8	36.0	52.8	4.8	2.4	2.2	7.2
Dozer - D8 Cat	2	400	25	8	14.4	36.8	3.2	2.4	2.2	4.8
Loader	4	150	45	8	32.4	47.5	4.3	2.2	2.0	6.5
Water Truck	2	200	50	8	9.6	33.6	3.2	2.4	2.2	3.2
Mini Excavator	3	50	50	8	6.6	14.4	1.2	0.9	0.8	0.6
Dump/Haul Trucks[25]	522	300	20	0.05	9.4	32.9	3.1	2.3	2.2	3.1
Roller	2	150	35	8	5.9	16.8	1.7	0.8	0.8	1.7
				Total (Σ):	**114.3**	**234.8**	**21.5**	**13.4**	**12.4**	**27.1**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**	**55.0**
Underground Utility Construction										
Track Backhoe	4	150	50	8	36.0	52.8	4.8	2.4	2.2	7.2
Dozer - D4 Cat	2	200	50	8	24.0	35.2	3.2	1.6	1.5	4.8
Dozer - D6 Cat	2	300	25	8	10.8	27.6	2.4	1.8	1.7	3.6
Loader	4	150	45	8	32.4	47.5	4.3	2.2	2.0	6.5
Concrete Truck	20	250	25	0.5	3.8	13.1	1.3	0.9	0.9	1.3
Dump/Haul Trucks	6	300	45	0.5	2.4	8.5	0.8	0.6	0.6	0.8
				Total (Σ):	**109.4**	**184.8**	**16.8**	**9.5**	**8.7**	**24.1**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**	**55.0**
Surface Paving Activities										
Skid Steer Cat	3	150	50	8	27.0	39.6	3.6	1.8	1.7	5.4
Dump/Haul Trucks	50	300	45	0.5	20.3	70.9	6.8	5.1	4.7	6.8
Paver	2	150	35	8	5.9	19.3	1.7	0.8	0.8	0.8
Roller	2	150	35	8	5.9	16.8	1.7	0.8	0.8	1.7
				Total (Σ):	**59.0**	**146.6**	**13.7**	**8.5**	**7.9**	**14.7**
				Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	**55.0**	**55.0**

[23] Monitoring for lead was discontinued entirely in 1998.

[24] The typical construction phases, which are independent of the specific project being developed, are as follows:

Construction Phase	Work Performed	Typical Tasks
Rough Grading	Site clearing, grubbing, and general pad and road alignment formation.	Site mobilization, scraper hauls/finishing, and additional site finishing work.
Underground Utility Construction	General trench-work, pipe laying with associated base material and cover, and ancillary earthwork required to facilitate placement of sewer lift stations, manholes, etc.	This is typically performed as a single task.
Paving Activities	Movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop.	This is typically performed as a single task.

[25] As part of the soil import process during rough grading operations. This entry denotes the onsite activity consisting of idling trucks offloading soil to the stockpile area.

Powered Haulage. The proposed project would require three to four feet of soil to be imported onto the subject property. The process of importing this soil would result in a total of 706 average daily trips for a period of three months, where the average trip distance would be three miles (Oceanside Pavilion Truck Haul Study, RBF Consulting, see Appendix I).

VOC Emissions. Volatile Organic Compound (VOC) emissions from architectural coatings, such as painting, would be generated during project development.

Long-Term:

Traffic Emissions. The large scale of the proposed commercial center would generate an increase in existing traffic levels, thus elevating the amount of vehicular emissions in the area. The project is expected to generate 32,175 average daily trips (ADT), with a median speed of 45 MPH (derived from the combined speeds of the freeway and surface street activity) used to analyze potential impacts to air quality from vehicle trip emissions (included under Project Operations within).

Impact Significance Criteria - Air Quality

Impacts would be considered significant if the development would conflict with or obstruct implementation of applicable air quality plans; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulative net increase of any criteria pollutant for which the region is in non-attainment of applicable federal or state air quality standards; would expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.

Significance of Impact

Construction Emissions and Powered Haulage. Construction activities will inevitably result in dust emissions during clearing and excavation phases. Wet dust suppression techniques, such as watering, would be used during construction to suppress the fine dust particles from becoming airborne, thus lowering the impact to a less-than-significant level.

All criteria pollutants caused by and related to construction emissions were found to be below the recommended risk level, with the exception of NO_X, which is projected at 288.5 pounds per day under cumulative construction grading operations (Table IV.B-2), thus exceeding the established significance threshold of 250.0.

VOC emissions. Low VOC paints shall be used during architectural coating application to reduce the potential impact to a less than significant level. No significant impacts to air quality are therefore anticipated to occur due to VOC emissions.

Table IV.B-2 Aggregate Emissions

SCENARIO EXAMINED	Aggregate Emissions in Pounds / Day[37] CO	NO_x	SO_x	PM_{10}	$PM_{2.5}$[38]	ROG/VOC
Construction Grading Operations						
Construction Grading Vehicle Emissions:	114.3	234.8	21.5	13.4	12.4	27.1
Surface Grading Dust Generation:				42.6	8.9	
Powered Haulage Generation:	23.2	53.7	0.1	24.6	6.4	2.7
Unmitigated Total (Σ):	**137.5**	**288.5**	**21.6**	**80.6**	**27.7**	**29.8**
Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	55.0	**55.0**
Construction Building Operations						
Architectural Coating Application:						142.4
Unmitigated Total (Σ):	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**142.4**
Mitigated w/ Low VOC Paint Application (Σ):	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**51.3**
Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	55.0	**55.0**
Project Operations						
Vehicular Traffic Generation (Table 7):	426.5	133.1	0.5	3.6	3.6	21.1
Fixed Source #1 (Small Engine Usage – Retail):	24.3	0.4	0.0	0.0	--	2.8
Fixed Source #2 (Natural Gas Combustion - Retail):	3.7	8.6	--	0.0	--	0.7
Total (Σ):	**454.5**	**142.2**	**0.5**	**3.6**	**3.6**	**24.5**
Significance Threshold (SDAPCD):	**550.0**	**250.0**	**250.0**	**100.0**	55.0	**55.0**

[37] Dashed areas indicate criteria pollutants that currently have no defined emission rates.

[38] Values shown in this column are for informational purposes only. $PM_{2.5}$ emissions are not currently regulated by CARB. The 55 pound-per-day level shown is a proposed standard that has not been adopted.

Traffic emissions. The analysis determined that project-induced traffic emissions would be below the significance threshold established by the SDAPCD. No significant impacts to air quality are therefore anticipated from traffic emissions associated with project implementation.

Compliance with the RAQS and the SIP. The proposed project would be consistent with the RAQS and the SIP, therefore no associated significant impacts would result from project implementation.

Mitigation

As no direct significant impacts to air quality would result from project implementation, no mitigation measures are required.

To prevent construction emissions from surpassing an acceptable threshold for NO_x, the project's grading contractor shall ensure that all construction equipment is properly tuned and maintained, and should utilize late model engines, low-emission diesel products, alternative fuels, and engine retrofit technology consistent with the *Carl Moyer Guidelines*.

C. BIOLOGICAL RESOURCES

The City of Oceanside commissioned a study by a Science Review Panel to evaluate the project's compliance with the City's Draft Subarea Plan (SAP) in 2007, and a biological resources report was prepared by Helix Environmental Planning, Inc. (2008). This EIR section is based on information in those reports, which are included as Appendix C to the EIR.

Existing Conditions

The project area primarily supports non-native grassland, disturbed habitat, and developed land (the old drive-in movie theater complex and associated paved parking). Elevations on-site range from approximately 27 to 47 feet above mean sea level. Soils mapped on-site include Tujunga sand, riverwash, and Grangeville fine sandy loam. The site is largely surrounded by development, with the Oceanside Municipal Airport to the west, a100-foot wide SDG&E corridor and residential development to the east, and both residential and commercial development to the south. Undeveloped land along the San Luis Rey River borders the site to the north and northwest; the river is separated from the project area by a levee.

Seven vegetation communities occur on the approximately 92-acre property (See Figure IV.C-1). These include:

Southern willow scrub (0.12 acre). Small patches of this habitat occur along an on-site drainage, consisting of willows (*Salix* spp.), coyote brush (*Baccharis pilularis*), and poison oak (*Toxicodendron diversilobum*). An additional 0.39 acre of disturbed southern willow scrub, consisting of willows intermixed with oleanders, occurs in small patches along the western boundary of the drive-in parking lot.

Disturbed wetland (0.22 acre). This habitat also occurs in small patches on the property. These areas are dominated by exotic wetland species that have invaded previously disturbed areas, and are characterized by giant reed (*Arundo donax*), bristly ox tongue (*Picris echioides*), cocklebur (*Xanthium strumarium* var. *canadense*), and tamarisk (*Tamarix* sp.).

Coyote brush scrub (0.70 acre, including disturbed coyote brush scrub). On-site, this habitat supports coyote brush, broom baccharis (*B. sarothroides*), and telegraph weed (*Heterotheca grandiflora*). Where it is more disturbed, weedy species such as garland daisy (*Chrysanthemum coronarium*), black mustard (*Brassica nigra*), and star thistle (*Centauria melitensis*) are more common.

Non-native grassland (41.50 acres, including disturbed non-native grassland). This habitat is dominated by ripgut grass (*Bromus diandrus*), Russian thistle (*Salsola* sp.), saltbush (*Atriplex* sp.), and mustard (*Brassica* sp.). The disturbed non-native grassland also supports these species, but it is sparser in cover and has a higher proportion of non-native, non-grass species.

Non-native vegetation (0.10 acre). This vegetative association is characterized by cultivated plants which have become naturalized or are remnants of previous cultivated land uses.

Disturbed habitat (21.90 acres). Found mainly within the central and southern portions of the property, these areas are unvegetated or sparsely vegetated due to soil compaction from previous development or agricultural uses. Weedy species observed in these areas include mustard, garland daisy, fleabane (*Conyza* sp.), star thistle, oat (*Avena* sp.), ripgut grass, horseweed (*Conyza canadensis*), and horehound (*Marrubium vulgare*).

Developed (27.40 acres). These areas include the vacant drive-in movie theater, SDG&E transmission line easements, parking areas, and paved roads.

The southern willow scrub and disturbed wetland areas noted above were delineated and determined to be under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and the California Department of Fish and Game (CDFG; see Figures IV.C-2 and 3). One drainage on-site carries runoff from the drive-in movie theater area northwest toward the San Luis Rey River, and other jurisdictional habitats have developed in other areas as a result of runoff from the drive-in area. Approximately 0.27 acres of these habitats are within ACOE jurisdiction, and 0.28 are within CDFG jurisdiction. (Additionally, 0.45 acre of disturbed wetland habitat areas not considered jurisdictional by the ACOE or CDFG occurs on the property.)

As noted in Appendix C, a total of 93 animal species were detected on- and off-site. No rare, endangered, threatened, or other sensitive species were observed on the subject property, but seven sensitive species were observed or detected off-site within the adjacent San Luis Rey River riparian corridor. These include least Bell's vireo (*Vireo belli pusillus*), white-tailed kite (*Elanus leucurus*), yellow-breasted chat (*Icteria virens*), yellow warbler (*Dendroica petechia brewsteri*), Cooper's hawk (*Accipiter cooperi*), white-faced ibis (*Plegadlis chihi*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Of these species, least Bell's vireo is a federal- and state-listed Endangered species; the remaining animals are considered sensitive by federal, state, and/or local agencies.

Designations of Critical Habitat. While no threatened or endangered species are present on the subject property, The U.S. Fish and Wildlife Service (USFWS) has included portions of the property in its designations of critical habitat (CH) for the least Bell's vireo (which occupies suitable habitat present in the San Luis Rey River adjacent to the site) and the coastal California gnatcatcher (which occupies patches of suitable habitat both north and south of the site). The adjacent San Luis Rey River is also designated as CH for the federally listed as endangered southwestern willow flycatcher (*Empidonax trailii extimus*). See Figure IV.C-4..

The USFWS CH designations are intended to delineate areas perceived to be important for the protection and recovery of endangered and threatened species. Some CH designations have been undertaken in a broad brush manner. For example, the least Bell's vireo designation includes

fully-developed areas and occupied areas (homes, businesses, etc.) that do not contain any of the constituent elements of critical habitat for this species.

Other CH designations, including that for the coastal California gnatcatcher, are relatively more precise. While not all areas designated CH for the gnatcatcher contain suitable habitat for the gnatcatcher at present, all designated areas are viewed as important or potentially important in the species' protection and recovery. The portion of the subject property designated as CH for the gnatcatcher reflects the need to provide for a "stepping stone" gnatcatcher dispersal and movement corridor between populations located north and south of the subject site. As discussed later herein, the evidence suggests that this corridor function could be satisfied on the eastern edge of the property as or more effectively than through the center of the site.

A federal agency, such as the Corps of Engineers, that takes an action that affects designated CH is required to consult with the USFWS regarding the project's effects on designated CH.

Relationship to City of Oceanside's Draft Habitat Conservation Plan. The City of Oceanside has been working with the USFWS and CDFG for several years to draft and ultimately adopt/implement a Habitat Conservation Plan (HCP) to address the impacts and protection of listed and sensitive species and their habitats within the City of Oceanside. While no plan has been formally adopted, a "Final" Draft HCP (AMEC, et. al., 2004) has been prepared and the City and the Resource Agencies very carefully consider how pending projects could affect the ability to adopt a final HCP for the City as an "approved sub-area plan under the North County Multiple Habitat Conservation Program (MHCP).

As noted in Chapter II, the project area is within the proposed Wildlife Planning Corridor Zone (WPCZ) of the City of Oceanside's Draft HCP (Figure IV.C-5). The WPCZ is proposed as a planning zone within which the City could assemble and establish a north-south corridor for the coastal California gnatcatcher, from Camp Pendleton through Oceanside to Carlsbad. The SDG&E easement traversing the central portion of the property is identified as a "backbone" corridor or linkage of the WPCZ, and the HCP discourages development within or adjacent to this easement. It also calls for a 100-foot wide buffer zone with native vegetation from the San Luis Rey River, and avoidance of wetland areas where feasible.

The Draft HCP is intended to be a "sub-area" plan of the regional Multiple Habitat Conservation Program (MHCP) for north San Diego County cities. For purposes of this EIR, the MHCP is not evaluated separately, as its policies and standards have been incorporated into the Draft HCP.

The Draft HCP ranks habitat types by groups, with Group A being the most sensitive and Group F the least. The southern willow scrub (A), disturbed wetland (A), coyote brush scrub (C), and non-native grassland (E) habitats on-site are considered sensitive (habitat areas or vegetation communities that are unique, of relatively limited distribution, or of particular value to wildlife). No sensitive plant species (those given special recognition by federal, state, or local government

agencies and organizations due to limited declining, or threatened populations) were observed on the property.

Provision for a Gnatcatcher/Avian Corridor as Contemplated in Draft HCP. As noted previously, one of the primary features of the Draft HCP for Oceanside is a "stepping stone" avian/gnatcatcher corridor through central Oceanside. In many places within the City, the draft HCP envisions that the SDG&E transmission line easement/right of way that bisects the project site will serve as the "backbone" or central spine of the corridor. However, in the case of the central transmission corridor easement on the subject property, the easement does not contain native vegetation (as it does in several locations elsewhere within the City), and any efforts to re-establish native vegetation would be hindered by the presence of an underground fuel line as well as a network of water and sewer lines. Moreover, the establishment of a natural linear corridor bisecting the site would significantly impair the project's design and feasibility.

Consequently, the City convened a Science Review Panel (SRP) to review the status of the regional gnatcatcher corridor, prepare a report on the potential implications of proceeding with a project on the subject property that makes no accommodation for an avian/gnatcatcher corridor, and to recommend possible alternative development configurations or conservation actions that could further the goal of promoting a functional corridor within the proposed WCPZ as contemplated in the Draft HCP (see Appendix C of the EIR).

The SRP report concluded that maintaining more than one route from potential gnatcatcher dispersal between populations north and south of the site is a regionally important biological goal, and that a project design that makes no on-site accommodation for dispersal of gnatcatchers and other avian species would significantly undermine the ability to adopt and implement an Oceanside HCP that provides for this important regional corridor. However, the SRP also indicates that this corridor function could be accomplished through the designation of a 100-foot wide slice along the easternmost portion of the site (approximately four acres), and restoration of this area (with the exception of the portion that contains an existing concrete box storm drain) and the 100-foot wide SDG&E transmission corridor immediately adjacent to the eastern boundary of the property with appropriate coastal sage scrub vegetation. The SRP report also recommended that as part of the Oceanside HCP, the City work toward the assemblage and enhancement of a second "corridor route" off-site within the WCPZ (this second route would provide a westerly alternative for gnatcatcher and avian dispersal).

Impact

Direct Impacts. As detailed in Table IV.C-1, the project would impact all of the property, resulting in the loss of 0.73 acre of jurisdictional southern willow scrub and disturbed wetland; 0.70 acre of coyote brush scrub; 41.5 acres of non-native grassland; and 49.4 acres of non-native vegetation, disturbed land, and developed areas. No direct impact to any rare, endangered, threatened, or sensitive species are anticipated.

Table IV.C-1. Biological Impacts and Mitigation Requirements, Proposed Project

HABITAT TYPE/GROUP	ACRES IMPACTED	MITIGATION RATIO[1]	MITIGATION ACRES REQUIRED
Southern willow scrub/A	0.12	3:1	0.36
Disturbed southern willow scrub/A	0.39	2:1	0.78
Disturbed wetland/A	0.22	2:1	0.44
SUBTOTAL GROUP A[2]	0.73		1.58
Coyote brush scrub/B	0.70	3:1	2.10
SUBTOTAL GROUP B	0.70		2.10
Non-native grassland/E	41.50	0.5:1	20.80
SUBTOTAL GROUP E	41.50		20.80
Non-native vegetation/F	0.10	0:0	0.00
Disturbed habitat/F	21.90	0:0	0.00
Developed/F	27.40	0.0	0.00
SUBTOTAL GROUP F	49.40		0.00
TOTAL	92.30		24.50

1 Mitigation ratios are per those required within the WCPZ of the City's Draft HCP.

2 0.27 acre is considered ACOE jurisdictional, and 0.28 acre CDFG jurisdictional.

Potential Indirect Impacts. Indirect impacts are effects on habitats which may occur over time as a result of proximity to developed areas, sometimes referred to as "edge effects." Of concern for the project are the sensitive species occurring off-site in the adjacent open space associated with the San Luis Rey River.

- Water quality. During construction, contaminated surface runoff and sedimentation can adversely affect water quality in adjacent habitats, particularly riparian and wetland areas. This, in turn, can adversely affect vegetation and animals dependent upon these resources.

- Fugitive dust. Dust generated during project construction can potentially affect adjacent habitats. The photosynthetic capability of dust-covered vegetation can be reduced, thus making it more susceptible to pests and disease. Animals dependent upon this vegetation would in turn be adversely affected.

- Invasive species. Non-native plants introduced by project landscaping and/or from disturbance during grading can be highly invasive and can out-compete native vegetation, reducing habitat values. Non-native vegetation can also increase fire risk, change ground and surface water levels, and adversely affect wildlife dependent on the native habitat.

- Habitat fragmentation/edge effects. Breaking up larger parcels of habitats into smaller discontinuous patches potentially results in habitat fragmentation. Edge effects of development adjacent to native habitats can include invasion by exotic species, intrusion of people and domestic animals, lighting, and noise, all of which can lead to degradation of adjacent habitat(s).

- Noise. Sensitive wildlife species, such as breeding avifauna, can be adversely affected by short term noise impacts (construction during the breeding season) as well as long-term edge-effects as noted above.

- Lighting. Night-lighting can spillover into adjacent habitats, potentially interfering with wildlife movement and nocturnal habitats of certain species.

Compatibility with the Draft HCP and SAP Report. The proposed project was well into the design stage at the time the SRP was convened and prepared its report, and the project as submitted does not incorporate any of the SRP report recommendations. The SRP report indicates that the project as proposed would substantially impair the City's ability to adopt and implement an HCP that adequately promotes an avian/gnatcatcher dispersal corridor through central Oceanside, and this corridor is considered regionally important for the gnatcatcher.

However, after reviewing the SRP report recommendations and meeting with representatives from the Wildlife Agencies, an alternative that incorporates the project revisions needed to accommodate the on-site corridor recommendations of the SRP was prepared. This alternative is

included in Chapter IV as the "Reduced Project/Subarea Plan Alternative," and the applicant has indicated its willingness to proceed with this alternative.

Adoption and Implementation of an Oceanside HCP. While the City's Draft HCP has not been adopted and projects are not legally required to comply with its policies, the City and the resource agencies evaluate all projects' potential impacts on future plan implementation. As noted above, the property is within the proposed WCPZ, and development of the entire site as the project proposes would preclude use of a portion of the property as a gnatcatcher/avian corridor, as contemplated by the Draft HCP. The Draft Plan also designates a portion of the property as a moderate priority area for restoration (Figure IV.C-6), as it currently does not support native vegetation, and revegetation of such properties within the corridor with coastal sage scrub would be expected to improve and facilitate north-south movement of gnatcatchers. While the project would preclude potential restoration of this portion of the site, it should also be noted that much of this area is already constrained by transmission lines, pipelines, and other easements that cannot be revegetated for safety and maintenance reasons.

San Luis Rey River Buffer. The existing levee extends 100 feet out from the San Luis Rey River; the levee is rock-faced on both sides and a paved bike path/recreational trail is at the top. As this area is already developed, the resource agencies have agreed that no additional buffer is required on-site. The project development is further set back from the levee by the full width of Foussat and off-site Pala Roads as well as further on-site landscaping and building setbacks.

Impact Significance Criteria - Biological Resources

Impacts would be significant if the development results in adverse impacts to any state- or federal-listed or special status species; has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; has a substantial adverse effect on federally-protected wetlands; interfere substantially with the movement of any native resident or migratory fish or wildlife species; conflicts with any local protection policies or ordinances; or conflicts with the provisions of an adopted Habitat Conservation Plan and is therefore considered a potentially significant environmental impact.

Significance of Impact

The project would not be expected to have direct impacts on sensitive species and habitats along the San Luis Rey River, but indirect impacts would be potentially significant. The direct loss of 0.73 acres of wetland and jurisdictional habitats, 0.70 acres of coyote brush scrub, and 41.5 acres of non-native grassland would be significant but mitigable. While the draft HCP is not yet adopted, the project is not in compliance with the Draft Plan because of corridor width; this impact is considered significant and unmitigable. Mitigation would require the adoption of Alternative C, discussed in Chapter VI of this EIR.

Mitigation

Direct Impacts. Wetland impacts to 0.12 acre of southern willow scrub shall be mitigated at a 3:1 ratio (0.36 acre); impacts to 0.39 acre of disturbed southern willow scrub and 0.22 acre of disturbed wetland shall be mitigated at a 2:1 ratio (0.78 acre and 0.44 acres, respectively), for a combined total of 1.58 acres. Mitigation for these impacts would be accomplished off-site by a combination of wetland creation and purchase of mitigation credits from the Mission Resource Conservation District arundo (giant reed) removal program. The mitigation for jurisdictional areas will include creation of 0.28 acre (no net loss) and purchase of 0.40 acre of mitigation credits. Due to the highly disturbed nature of the habitats, mitigation for non-jurisdictional areas (0.62 acre) will consist of purchase of mitigation credits. The total mitigation for wetland impacts (including jurisdictional areas) would consist of creation of 0.28 acre and purchase of 1.3 acres of mitigation credits.

The proposed wetland mitigation plan (Helix, 2008; see Appendix B) would create 0.28 of wetland habitat with a 20-foot wide Diegan coastal sage scrub buffer totalling approximately 0.11 acre on a site located approximately 500 feet north of the project boundary (Figures IV.C-6 and 7) and located within designated critical habitat for the least Bell's vireo.

Impacts to upland habitat consisting of 0.7 acre of coyote brush scrub shall be mitigated at a 3:1 ratio (2.1 acres), and the loss of 41.5 acres of non-native grassland shall be mitigated at an 0.5:1 ratio (20.8 acres). While the Draft HCP envisions mitigation within the proposed WCPZ for the loss of habitat within the proposed WCPZ, no pre-approved mitigation areas or banks are currently available within the proposed WCPZ. The location of all off-site mitigation will require consultation with the City of Oceanside and the resource agencies.

Indirect impacts. To avoid potential indirect impacts to sensitive species occupying the off-site habitat along the San Luis Rey River, the following measures shall be implemented:

- Invasive Species: Landscaping within the development area shall avoid the use of invasive non-native plants, detailed in Table 5-5 of the draft HCP and/or the California Invasive Plant Inventory (California Invasive Plant Council, 2006).

- Seasonal Restrictions on Grading. No grading, grubbing, or clearing shall be allowed during the breeding season for least Bell's vireo (March 15-September 15) or raptors (January 31-July 31) unless preconstruction surveys are coducted to determine if these species occur within areas that would be impacted by noise levels greater than 60 dB L_{eq}.

  If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting/breeding behavior has ceased, or (2)a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{eq}.

To ensure compliance with the Migratory Bird Treaty Act, clearing of any native vegetation shall be done outside the breeding season of most avian species (February 15-July 31), unless pre-construction surveys are conducted to determine that no nesting birds are present immediately to clearing nor are in areas which could be impacted by noise.

- Construction limits: To ensure that construction activity remains within the defined limits of work, all construction and staging areas shall be fenced with orange construction fencing and silt fencing or fiber rolls. Delineated areas shall be regularly inspected by the project biologist per the construction monitoring schedule.

- Lighting: Lighting within the project area adjacent to the San Luis Rey River shall be selectively placed, directed away from the river, and of the lowest illumination possible for human safety.

Mitigation Implementation and Monitoring

Proof of purchase of mitigation credits or other mitigation methods such as preservation/ conservation for the loss of on-site upland habitats shall be required prior to issuance of the project's grading permit. Mitigation for the loss of jurisdictional waters would be conditions of the permits issued by the ACOE and CDFG. The proposed wetland mitigation plan (Appendix C) includes a 5-year monitoring program that includes regular monitoring visits, an annual report on the success of the restoration effort and the need for any remedial actions, and a final report at the end of the 5-year program.

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847 Jamacha Road
El Cajon, CA 92019

VEGETATION MAP/IMPACTS

FIGURE IV.C-1

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	ACOE JURISDICTIONAL AREAS	FIGURE IV.C-2

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CDFG JURISDICTIONAL AREAS

FIGURE IV.C-3

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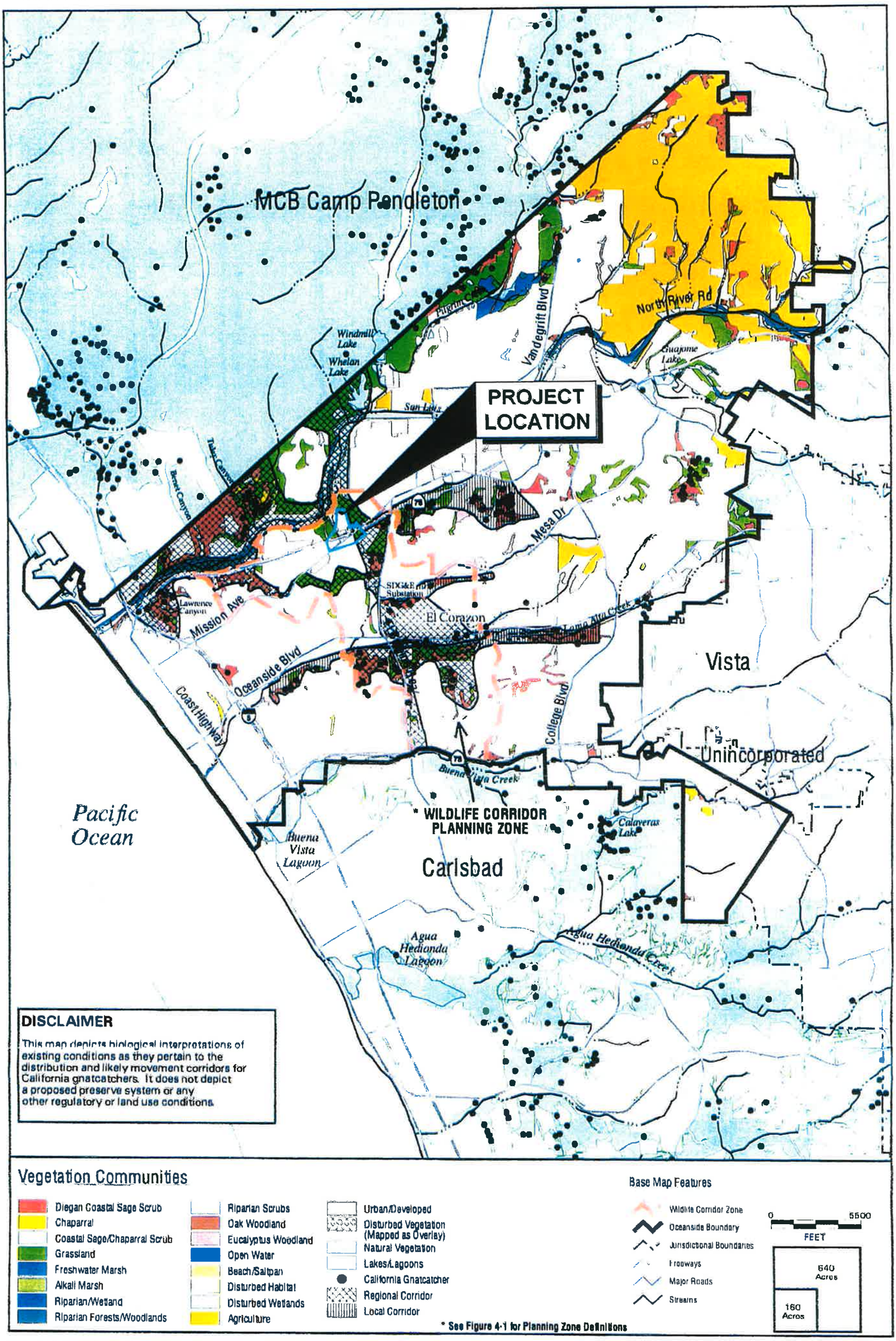
CRITICAL HABITAT

FIGURE IV.C-4



SOURCE: AMEC, et. al., 2004

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PROJECT LOCATION WITHIN PROPOSED WCPZ

FIGURE IV.C-5

SOURCE: HELIX, 2008

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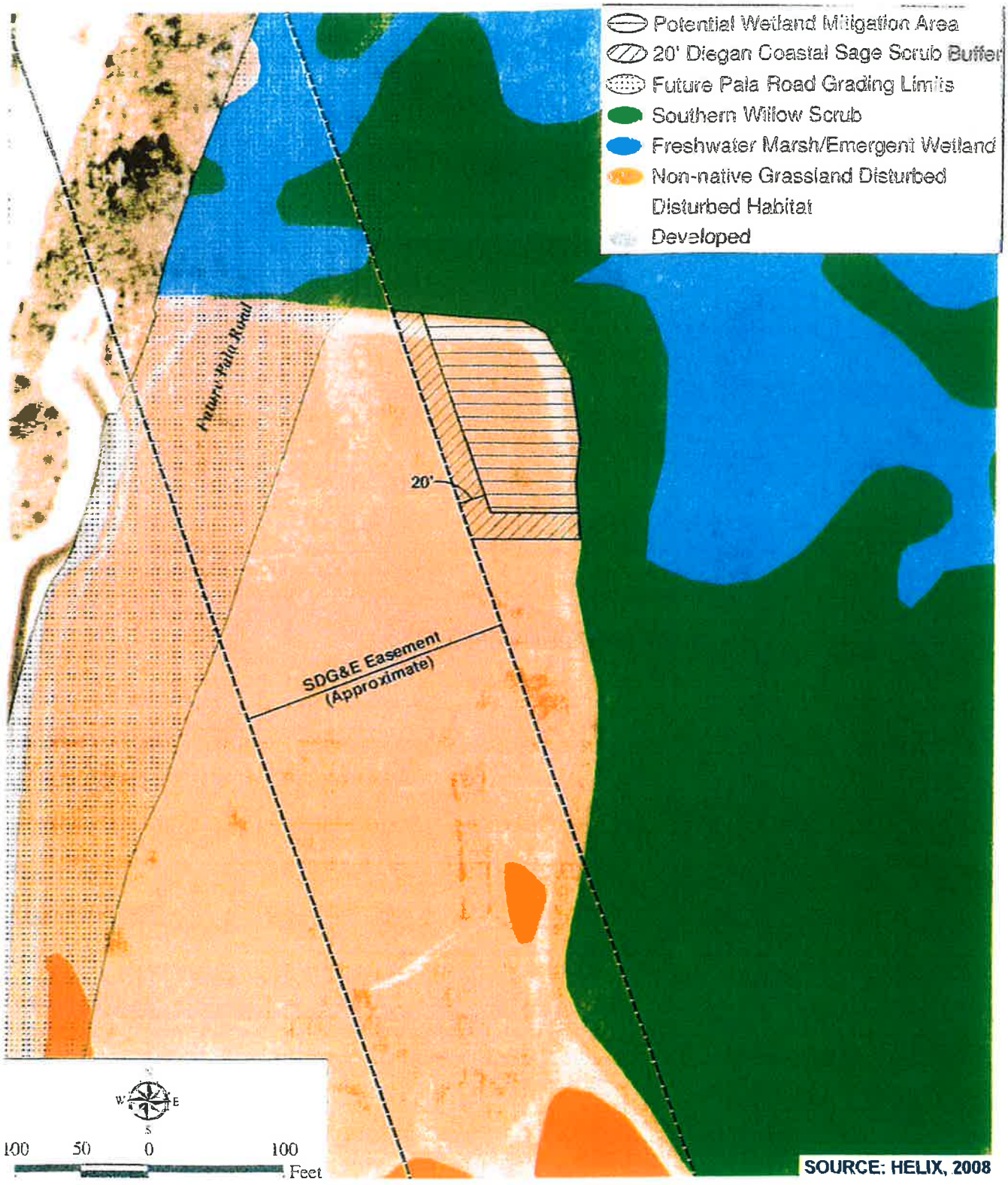
AERIAL VIEW OF PROPOSED MITIGATION AREA

FIGURE IV.C-6



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**WETLAND MITIGATION AREA**	**FIGURE IV.C-7**

D. CULTURAL AND PALEONTOLOGICAL RESOURCES

A Cultural Resources Study (Affinis, 2007) and an Historical Building Assessment (Archaeos, 2005) were conducted for the proposed project. These reports, included as Appendix D to this EIR, provide the basis for the following cultural and historical analyses.

Existing Conditions

Cultural Resources. The southern portion of the project area is within archaeological site CA-SDI-5445, which covers over 100 acres. The majority of this site lies north of Mission Avenue and was previously tested by Caltrans. Their survey found the site not to be a significant archaeological resource due to the lack of integrity and low research potential (Appendix D). A portion of the site on the south side of Mission Avenue was evaluated and determined to be significant, as well as being a site of importance to the Luiseño people. A few human cranial remains were found, which leaves open the potential for encountering additional human remains, which are culturally sensitive. The alluvial setting and the history of flooding within the project area allow for the possibility of deeply buried cultural resources to exist in this area as well.

Historical Resources. A portion of the property was formerly a drive-in movie complex. For this reason, an Historic Building Assessment was performed for the property to determine the structures' potential for historical architectural significance, which would ascertain eligibility for nomination to the California Register of Historical Places as defined by the California Environmental Quality Act (CEQA). The property includes 14 separate parcels; the assessment placed the former drive-in primarily within one of these (160-280-53), and extends into parcels 160-280-6 and 160-290-12. The latter two parcels were not included within the present study area. The property is not listed in the 1992 Oceanside historic resources inventory (Appendix D). The site does not qualify under any national, state or local criteria for nomination to any historical register, nor do the structures remaining on the property from the former drive-in meet any of the criteria used to determine a building's historical significance.

Paleontological Resources. The project area is entirely underlain by the Eocene Santiago Formation, which is known to be fossil-bearing.

Impact

Cultural Resources. The project proposes to develop a community commercial shopping center within the City of Oceanside. The southern portion of this site is occupied by archaeological site CA-SDI-5445. The project site has been disturbed by multiple episodes of flooding, decades of agricultural use, and paving for the drive-in theater and swap meet parking. Subsurface deposits have been mixed to a large degree, leading to a conclusion of the site's prehistoric and historic research potential, to be low (Appendix D).

Archaeological site CA-SDI-5445 occupies the southern portion of the project site. This site was determined not to be a significant archaeological resource due to its lack of integrity and low research potential (Appendix D). A portion of the site which is situated on the south side of Mission Avenue was determined to be significant after evaluation, and is an important site to the Luiseño people. The human cranial remains that were found here suggest the potential for encountering additional remains. The alluvial setting of the project area and history of flooding (Appendix D) allows for the possibility of deeply buried cultural resources to exist in the area as well.

Historical Resources. As no historical resources were found to occur on the project site, no impact to historical resources would result from project implementation.

Impact Significance Criteria - Cultural and Paleontological Resources

Cultural and Historical Resources. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or:

(D) Has yielded or may be likely to yield information important in prehistory or history.

Paleontological Resources. Much of the fossil material of the Santiago Formation is considered to be of high scientific value, and its loss would be considered a significant impact.

Significance of Impact

Cultural and Historical Resources. No significant impacts to identified cultural or historical resources are anticipated. Impacts to buried cultural resources during project construction are potentially significant.

Paleontological Resources. Direct or indirect destruction of a unique paleontological resource during project construction would be considered a significant impact.

Mitigation

Cultural Resources. An archaeological monitoring program would be implemented to ensure that project development would have no significant impacts to cultural resources within the project area. The program would consist of the following:

- The development of a pre-excavation agreement between the applicant and the appropriate Luiseño tribe(s) or other Native Americans as determined by the City.
- The presence of a qualified archaeologist and invitation to a Native American monitor at the pre-construction meeting.
- A Native American monitor to be invited and an archaeological monitor will be on-site during initial grading, trenching, or other ground-disturbing activities of existing soils. Monitoring will not be required during the subsequent soil import and grading operations as it will not disturb native soils.
- The analysis of any cultural material found.
- The preparation of a report detailing the methods and results of the monitoring program.
- The curation or repatriation of the cultural material collected.

Implementation of this monitoring program would ensure that project development would have no significant impacts to cultural resources within the project area.

Paleontological Resources. The following measures are required to offset potential impacts to paleontological resources:

- Prior to issuance of grading permits, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.
- A paleontological monitor shall be onsite during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist.

- When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

- Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collection such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

Mitigation Implementation and Monitoring

Prior to issuance of the project's grading permit, the applicant shall confirm to the City of Oceanside that qualified archeologists and paleontologists have been retained to carry out the mitigation program. The archaeologist and paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

E. GEOLOGY/SOILS

Geotechnical studies were prepared by Eberhart/United Consultants in 2006-2007. This EIR section is based on information in those reports, which are included as Appendix E to the EIR.

Existing Conditions

The project area is within the Peninsular Ranges Geomorphic Province of southern California, within the southwest portion of the Santa Ana Block, and within the San Luis Rey River valley. The Santa Ana Block is comprised of an uplifted, eroded mass of Cretaceous and older crystalline and metamorphic rock, mantled with older crystalline and metamorphic rock and sedimentary and alluvial deposits. Bedrock of the Santiago formation underlies the site at depth and outcrops on the hills to the north and south. Surficial soils are primarily Quaternary alluvium, with localized man-made deposits associated with past land uses such as earthen flood control berms, farming activities, and the drive-in theater (Glick, personal communication, 2007).

Seismicity. The Santa Ana Block is bounded by the Elsinore Fault Zone to the northeast, the Newport-Inglewood/Rose Canyon Fault Zone to the southwest, and the Los Angeles Basin to the northwest. The closest known active faults to the site are the Newport-Inglewood (offshore segment), approximately 6.8 miles to the southwest; the Rose Canyon, approximately 8.4 miles to the southwest; and the Elsinore (Temecula segment), approximately 21.1 miles to the northeast. It has been determined that the most significant seismic event in the project's vicinity would be a magnitude 7.1 earthquake on the offshore segment of the Newport-Inglewood Fault.

Subsurface Soils. Subsurface soil on-site generally consists of dry to wet, poorly graded fine and medium grained sand, with varying amounts of silt, to the maximum depth explored (50 feet).

Groundwater. Groundwater levels vary in response to the time of year, variations in seasonal rainfall, water flow in the adjacent river, well pumping, irrigation, and alterations to site drainage. On-site, groundwater initially encountered in borings was found between 7 and 17 feet below ground surface, although levels measured post-drilling were lower than initially measured. After reviewing well data, it was determined that groundwater may be at or below sea level (about 30 feet deep); during the rainy season, the river may have a water level of about 25 feet MSL.

Liquefaction. Liquefaction can occur in loose, saturated, cohesionless soil during an earthquake. It was determined that during high groundwater conditions, the site has a potential of about one inch of ground settlement, but during normal low groundwater conditions, the area should not liquefy.

Dynamic compaction (seismically induced settlement). This can occur when loose, sandy soil above the water table densifies in response to seismic shaking or vibrations generated by equipment. It was concluded that when groundwater levels are low, the project area may be susceptible to about one inch of settlement of the general area and potentially one inch of differential settlement over a wide area (e.g., from end to end of a large building).

Consolidation settlement (static settlement). This can occur when soils consolidate into a more dense arrangement from additional loading such as new fills or foundations, leading to settlement of the ground surface or buildings. Sandy soils, such as those found on-site, consolidate quickly with an introduced load.

Expansive and corrosive soil. No expansive soils were found on-site. Preliminary soil tests indicated that soils on-site may be corrosive to buried metals, but that impacts to buried concrete would be negligible.

Impact

The property is not subject to potential hazards associated with landslides, tsunamis, seiche, loss of mineral resources, or loss of unique geologic features (see Appendix E). Liquefaction is an issue in the San Luis Rey River Valley. Subsurface soils on-site have a moderate potential to cause ground settlement from liquefaction and dynamic compaction. Construction of the project would result in importing 459,000 cu yds of soil to the site. The site grade would be increase up to about 10 feet, with an average increase of about 4 feet.

Impact Significance Criteria - Geology/Soils

Impacts would be considered significant if the development would expose people or structures to adverse effects resulting from seismic activity (fault rupture, ground shaking, or liquefaction); result in substantial soil erosion; is located on an unstable geologic unit or soil that is unstable; or be located on expansive soil as defined in the Uniform Building Code, that would create substantial risks to life or property.

Significance of Impact

Potential impacts associated with ground settlement are considered significant.

Mitigation

To mitigate the potentially significant impacts associated with ground settlement, the following mitigation measures shall be implemented:

- Loose surficial soil in the upper 1 to 2 feet would be over-excavated prior to placement of fill or in building pad locations. The upper 5 to 10 feet of soil, which is loose to medium dense, would be over-excavated in deep fill areas, and compacted as engineered fill.

- To mitigate potential differential settlement of structures, two options may be used. One is to perform conventional grading with reduced foundation bearing capacities, and the other would be to improve the subsurface with deep dynamic compaction with higher bearing capacities for foundations.

On-site soil generated from cut areas following clearing and grubbing that is free of excess organic material (3% or less by weight) or debris may be suitable for use as structural fill. Imported Select Fill should be non-expansive, having a Plasticity Index of 12 or less, an R-Value greater than 40, and enough fines so the soil can bind together. Imported soil should be free of organic materials and debris, and not contain rocks or lumps greater than 3 inches in maximum size. Imported Select Fill shall be approved by the geotechnical engineer prior to delivery on-site.

Compaction requirements shall be consistent with those specified in Appendix E (90-95% relative compaction with 1 to 2% above optimum moisture content), and site grading shall be performed in accordance with these recommendations and the Grading and Earthwork Specifications.

Other measures would be implemented to avoid geotechnical impacts:

- Seismic considerations. Building design would be considered in accordance with the latest edition of the Uniform Building Code (UBC), California Building Code (CBC), or International Building Code (IBC).

- Pavement recycling. The existing pavement at the drive-in theater would be recycled and used on-site; it would be ground to minus 1-inch and mixed with underlying base rock. This material could be utilized as sub-base material in paved areas or "select fill."

- Buried structures. Buried structures/foundations from previous land uses encountered during construction would be removed and replaced with compacted, engineered fill. The upper 7 feet or at least 3 feet below the lowest utility in the area for the movie theater screen foundations would need to be removed.

- Rainy season grading. If grading is to be undertaken during the rainy season, potential unstable subgrade conditions could be encountered. As appropriate, remedial measures such as removal and replacement, use of a geogrid, or soil treatment would be implemented subject to approval by the City Engineer. With such remedial measures, rainy season grading is allowable, although the geotechnical report recommends that avoiding construction during the rainy season would also avoid impacts with seasonal groundwater fluctuations.

Mitigation Implementation and Monitoring

The geotechnical consultant shall review the final project plans prior to construction, to ensure that the plans are in compliance with the recommendations and requirements set forth in the geotechnical studies. A pre-construction conference shall be held with the applicant's representative(s), general contractor, grading contractor, and project geologist prior to clearing and demolition operations. Adequacy of clearing operations shall be verified by the geotechnical engineer's representative during construction, prior to placement of engineered fill.

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F. HAZARDS AND HAZARDOUS MATERIALS

Subsequent to a Phase 1 Environmental Assessment conducted for the proposed project (GeoSoils, Inc., 2005), a Limited Phase II Environmental Assessment (GeoSoils, Inc., 2007) and a Second Revised Report for Additional Testing and Proposed Location for Placement of Dieldrin/Toxaphene Affected Soil (GeoSoils, Inc., 2008) were performed in accordance with comments and recommendations made by the County of San Diego Department of Environmental Health. The San Diego County Airport Authority also prepared a staff report and resolution, and Aviation Systems Inc. Prepared an analysis to address Federal Aviation Administration (FAA) concerns. These reports are included as Appendix F to this EIR, and provide the basis for the following analysis.

Existing Conditions

Hazardous Materials. Review of historic land use pertaining to the project site revealed the partial occupation of a drive-in theater dating back to at least 1970 until the present. In addition, portions of the property have been utilized for agriculture since at least 1928, possibly until 2001. Chemical testing of near-surface soils onsite showed detectable concentrations of the following restricted agricultural residues: DDE, DDD, DDT, dieldrin and toxaphene. A total of 67 soil samples were collected at a total of 48 locations onsite. The California Code of Regulations, Title 22, Division 4.5 uses a "Total Threshold Limit Concentration" (threshold) to determine the hazardous nature of chemical concentrations. Similarly, the U.S. Environmental Protection Agency (EPA) created Preliminary Remediation Goals (goals) to provide Agencies with guidelines for evaluating and cleaning up contaminated sites. These risk-based concentration levels are intended to help risk assessors and other parties involved in the initial screening-level evaluations of environmental measurements.

For the purpose of analysis, both sources were used in comparison with detected agricultural residues onsite. The threshold for DDE, DDD, and DDT is 1.0 mg/kg; the threshold for dieldrin is 8.0 mg/kg; and for toxaphene, the threshold is 5.0 mg/kg. The goal for residential soil for DDE and DDT is 1.7 mg/kg, 2.4 mg/kg for DDD, 0.03 mg/kg for dieldrin, and 0.44 mg/kg for toxaphene. All concentrations of pesticides detected during onsite surveys are below the thresholds. All concentrations of pesticides with the exception of five samples of dieldrin and one sample of toxaphene were found to be below the required goals. The collection area was expanded and more samples were taken and tested until concentrations of all pesticides, including dieldrin and toxaphene were below the PRGs.

In lieu of the results obtained from the additional testing performed over an expanded area, the concentrations of dieldrin and toxaphene found to be slightly above the PRG appear to be isolated occurrences.

A leaking underground storage tank (LUST) listed as Ocean Place Cinemas on Mission Avenue was found during GSI's 2005 Phase 1 Environmental Assessment but no other information specifying the risk site's exact location was included at that time. After reviewing the Department of

Environmental Health files for this case on May 24, 2007, GSI found the risk site to be located more than one mile west of the subject property, down groundwater gradient (GeoSoils, Inc., 2007). As such, this risk site is considered to possess a very low potential to environmentally impact the proposed development area.

Three other mapped risk sites are located within a 1 mile radius of the proposed Pavilion at Oceanside project. A leaking underground storage tank was removed from the former Mission Auto and Self Storage Center, located at 3530 Mission Avenue adjacent to the project site's southeastern boundary. Approximately 150 cubic yards of petroleum-impacted soil was left in the LUST's stead. Precision Tune (3596 Mission Avenue) is reported as a small quantity hazardous waste generator with no reported violations. The third mapped risk site is Mission Avenue Sewer Lift Station (3476 Mission Avenue), and is reported to have a registered underground tank with no reported leaks or violations. All three of these risks sites are located on the property adjacent to the project site's southern boundary, and are therefore all located down groundwater gradient. Based on the location (down groundwater gradient) and status of these risk sites, it is believed that these sites do not pose an environmental threat to the proposed project site.

Two other unmapped risk sites were reviewed by GSI as well, which are not located in the search radius. Due to their location outside of this 1 mile radius, it is believed that these sites present a very low potential to environmentally impact the subject site.

The subject property is located within the Mission Hydrologic Subarea, existing beneficial uses of which include municipal and domestic supply, agricultural supply, and industrial service supply. Groundwater beneath the site for proposed development was encountered at depths of 12 to 17 feet in January of 2005, and at depths of 7 to 12 feet in May of 2006. Local shallow groundwater gradient and surface flow is to the west/southwest following the San Luis Rey River.

Four water wells were formerly located on the subject property. These wells were formally closed in 2006, which involved filling the well casing with slurry and removing the top 10 or 20 feet of casing.

Airport Safety. Section 15154 of the CEQA Guidelines requires lead agencies to utilize the Airport Land Use planning Handbook published by Caltrans' Division of Aeronautics for projects within the boundaries of a comprehensive airport land use plan. The handbook is required to be used to assist in preparation of EIR issues related to potential airport-related safety hazards and noise problems.

In 1981, The San Diego Association of Governments (SANDAG) adopted the *Comprehensive Land Use Plan for the Oceanside Municipal Airport* (CLUP). In addition, an *Airport Master Plan Report* and EIR were prepared in 1988 (Foresite West), and the CLUP was amended in 2004. These documents provide a basis for analyzing the compatibility of development proposed in the vicinity of the airport, as well as provisions for improvements to the airport itself. The CLUP establishes noise contour maps and flight activity zones (FAZ); the proposed project is within the Airport Influence Area (AIA) and the City-owned parcel at the southwest corner of the project site is within

the FAZ (Figure IV.F-1). As noted on the figure, Areas A, B, and C represent FAA operational criteria establishing what constitutes a hazard to air navigation; Areas D and E were derived by applying FAA obstruction standard criteria as to what constitutes a "presumed" hazard (also see Appendix F).

The Airport Land Use Commission (ALUC) is responsible for preserving the operational capacity of airports while minimizing impacts to public safety and noise in areas around public and military airports (California Public Utilities Code 21675). The ALUC reviews proposed land use projects and other actions within the AIA to determine whether they are consistent with and in compliance with land use compatibility criteria and policies outlined in the adopted plans.

Additionally, the ALUC determined that the project area is partially within the approach and departure, inner turning, and traffic pattern zones of the airport. The California Airport Land Use Planning Handbook (Shutt Moen Associates, 2002) recommends allowing only Division of Aeronautics low density land uses within these zones.

Under special California legislation affecting San Diego County, the San Diego Regional Airport Authority ("Airport Authority") is ex officio the ALUC.

Impact

Hazardous Materials. The project proposes the development of a community commercial center within the City of Oceanside which would span 950,000 square feet. Development would place the project approximately 350 to 400 feet from the San Luis Rey River, and within a one-mile radius of three mapped risk sites, as detailed above. Portions of the property have been used for agricultural purposes in the past, and detectable concentrations of restricted agricultural residues were found within some areas of the property.

The project site is bordered by the Oceanside Municipal Airport to the west, Mission Avenue and Highway 76 to the south, single-family residential development to the east, and the San Luis Rey River to the north. These properties are not anticipated to be sources of significant environmental concern to the site, provided that lawful procedures for petroleum products and restricted household/agricultural chemical use and storage are followed.

Airport Safety. As detailed in Appendix F, the ALUC initially received an application from the City of Oceanside requesting a determination of consistency for the proposed project with the CLUP (November 28, 2006). The applicant requested a deferment of the determination by the ALUC in early January, 2007, while the project was being redesigned. A new plan was submitted to the ALUC later that month, showing the proposed project relative to the 60-70 dB CNEL noise contours and FAZ and meeting all other requirements for an ALUC consistency determination.

Upon review of the application, the ALUC concluded that the proposed commercial development, including movie theater and retail uses located within the 60-70dB CNEL noise contour was

consistent with the applicable CLUP as amended in 2004, provided no significant changes are made. The revised project was also determined to be consistent with guidelines relative to the FAZ, as it would locate all buildings outside the FAZ and would restrict all proposed buildings to a height less than 50 feet; any further changes to the proposed location, intensity, or height of structures within the project must be submitted to the ALUC for continuing consistency determination. Finally, the project is consistent with Caltrans' requirements regarding the FAZ as only parking areas are proposed in this area.

As discussed in the Aviation Systems letter (Appendix F), the applicant must file a notice with the FAA for each point that the project would penetrate FAA airspace (such as the street lights, parking lot lights and buildings in or adjacent to the southwestern corner of the project). These penetrations are not anticipated to result in adverse effects, but must have the approval of the FAA.

Impact Significance Criteria - Hazards and Hazardous Materials

Impacts would be considered significant if the proposed project would create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials; 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; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. Impacts would be significant if the project is located on a site within an Airport Influence Area , where such a plan has not been adopted, within two miles of a public airport or public use airport, resulting in an impermissible use within the FAZ, or includes a use prohibited within a CLUP noise contour, or obstruct FAA airspace operations. Impacts would also be considered significant if the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or if it would expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Significance of Impact

Hazardous Materials. Based on the scope of work completed by GeoSoils, Inc. and the currently proposed development, it has been concluded that the potential for onsite hazardous concentrations of materials/waste and/or petroleum contamination is low to moderate (GeoSoils, Inc.).
Although concentrations of all pesticides were found to be below the Total Limit Threshold Concentration, testing revealed five soil samples to have concentrations of dieldrin exceeding the Preliminary Remediation Goal (PRG), and one sample to have concentrations of toxaphene exceeding the PRG. As such, mitigative recommendations have been provided by GeoSoils, Inc. regarding the removal and subsequent placement of these affected soils during remedial grading. These measures are detailed below.

The removal of a LUST from the former Mission Auto and Self Storage Center left behind petroleum-impacted soil. As this site is adjacent to the subject property, measures described below

are recommended during project grading to ensure that if this impacted soil is found to have crossed into the project area, it will be properly disposed of.

Airport Safety. No significant impacts to land use are expected to occur with respect to the land use designation or the CLUP, as the project is in full compliance with all airport safety regulations, and has been found to be conditionally consistent with the CLUP, the FAA, and Caltrans requirements by the ALUC (Airport Authority; see Appendix F)

The project would not result in any significant impacts related to emergency response plans or wildland fires.

Mitigation

To avoid significant impacts associated with potential hazardous materials, the following measures shall be implemented.

- Due to the occurrence of pesticides detected onsite, a Report of Waste Discharge (RWD) must be submitted to the Regional Water Quality Control Board (RWQCB), where the owner/discharger must then acquire waste discharge requirements (WDRs).

- An environmental geologist shall be onsite during grading for observation during soil removal in the area onsite adjacent to the former Mission Auto and Self Storage Center, at the site's southeastern boundary. If petroleum affected soils are encountered, grading will be halted until the soil has been tested and properly removed.

- All trash, debris, and waste materials will be disposed of offsite, in accordance with current local, state, and federal disposal regulations and procedures.

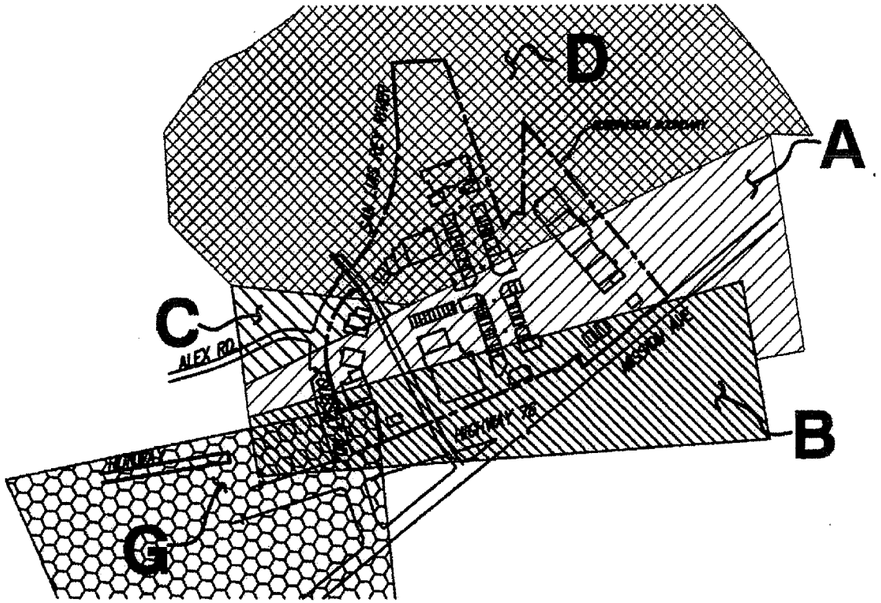
- To mitigate for the presence of restricted agricultural residues onsite which were found to slightly exceed the thresholds established in the PRGs, the project shall place the dieldrin and toxaphene affected soil to depths of 2 to 3 feet, as determined by their sample locations (Appendix F). This measure would occur in conjunction with the import of more than 400,000 cubic yards of fill required to raise site grades an average of 3 to 4 feet, and would thereby place a minimum fill cap of 3 feet over the affected soil and a minimum of 7 feet above groundwater. Placement of the affected soil shall be in the proposed parking areas of the Pavilion Commercial Center. This would place the affected soil at least 10 feet away from the proposed underground utilities and proposed bio-swales, and more than 1,500 feet west of the San Luis Rey River levee upon grading completion, thus eliminating potential impacts to surface and groundwater.

- An asbestos and lead survey shall be performed on the structures that currently occupy the site due to their age and potential for carrying these substances. This survey should be performed by a licensed asbestos/lead contractor prior to demolition, removal, and disposal.

- With regard to airport safety, prior to issuance of building permits, the project will be required to provide evidence of compliance with any imposed height limitations or other FAA overflight safety requirements.

Mitigation Implementation and Monitoring

Proof of remediation of any hazardous materials shall be provided to the City of Oceanside's City Planner and City Engineer prior to the issuance of the project's grading permit.



AIRSPACE ACTIVITY ZONES

AREA A.....DEPARTURE SLOPE OF 25:1

AREA B.....20:1 VFR DEPARTURE SLOPE

AREA C.....7:1 SLOPE FROM DEPARTURE AREA

AREA D.....FLAT SURFACE 178 FEET ABOVE SEA LEVEL

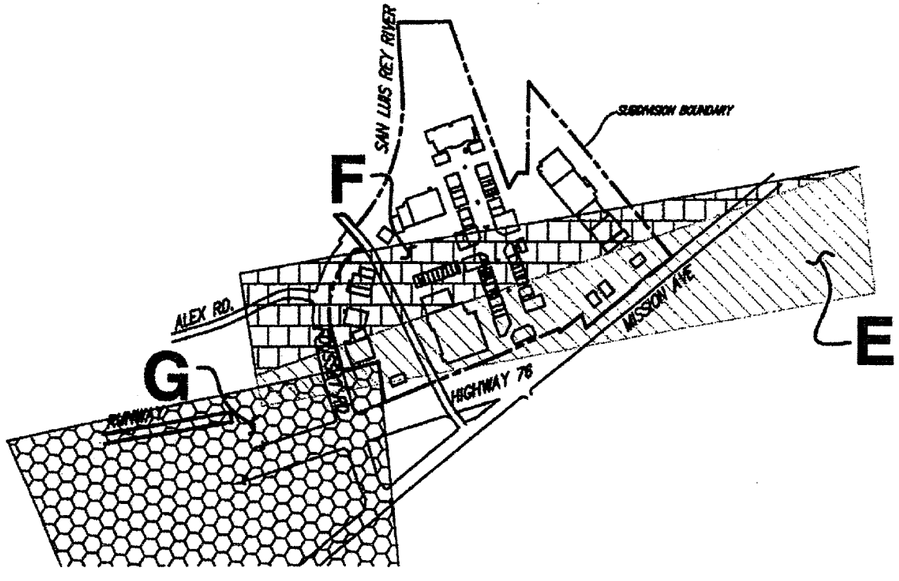
AREA E.....APPROACH SLOPE OF 34:1

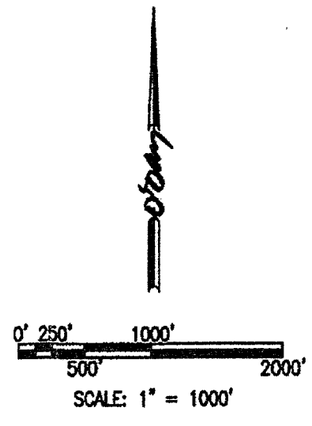
AREA F.....7:1 SLOPE FROM APPROACH AREA

AREA G.....FLIGHT ACTIVITY ZONE (CLEAR ZONE)

NOTE: AREA DESIGNATIONS PER LETTER DATED OCTOBER 12, 2006 FROM AVIATION SYSTEMS, INC.

NOTE: AREAS A, B AND C = FAA OPERATIONAL CRITERIA ESTABLISHING WHAT CONSTITUTES A HAZARD TO AIR NAVIGATION. AREAS D AND E = DERIVED FROM APPLYING FAA OBSTRUCTION STANDARD CRITERIA ESTABLISHING WHAT CONSTITUTES A PRESUMED HAZARD. (AVIATION SYSTEM, INC., 2005. SEE APPENDIX F).





SOURCE: O'DAY CONSULTANTS, 2008

FIGURE IV.F-1

AIRSPACE ACTIVITY ZONES

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

G. HYDROLOGY AND WATER QUALITY

A Storm Water Management Plan (O'Day Consultants , 2007) and a Hydrology Report (Tory R. Walker Engineering , 2007) have been prepared for the proposed project. This EIR section is based on information in those documents. The Storm Water Management Plan and text of the Hydrology Report are included as Appendix G. The Pala Road extension is discussed in this EIR in Section VI. The volume of calculations generated for the Hydrology Report is available for review at the City's Division of Planning during its normal business hours.

Existing Conditions

The dominant drainage feature in the general area is the San Luis Rey River, which runs along the western boundary of the northern half of the property, before bending to the west at the Foussat Road bridge (Figure IV.G-1). The eastern/southern side of the river (including that segment bordering the property) is contained by the levee.

In the general area of the project, there are four openings in the levee to allow passage of runoff to the river (Figure IV.G-1):

- On the property, just east of the Foussat Road bridge, is a 48-inch diameter reinforced concrete pipe (RCP) through the levee.
- Just north of the property, associated with Park Pond, is a double 96-inch RCP through the levee.
- West of the property, west of Foussat Road, is Middle Pond, with a triple 60-inch RCP through the levee at its west end, and a single 36-inch RCP at its east end.

The levee, Park Pond, and Middle Pond are all components of the San Luis Rey flood control system. This flood control system was developed by the U.S. Army Corps of Engineers, and is documented in a 1987 General Design Memorandum (GDM). Updated elevations of the ponds were done in the hydrology analysis for this project (Appendix G, Hydrology Report). The bottom elevation of Middle Pond is now one foot higher than shown on the Army Corps' original construction plans for the GDM; whether this is due to a change during construction or to post-construction siltation is not known. The GDM prescribed that Middle Pond would have a capacity of approximately 72 acre-feet. The existing capacity is approximately 66 acre-feet at elevation 28.0 feet. Park Pond was prescribed to have a capacity of approximately 160 acre-feet at elevation 36.7 feet. Its existing capacity is well in excess of that volume, at approximately 215 acre-feet.

Runoff from the project and surrounding upland areas drains to the ponds, and then into the river at most times. All of these culvert outlets through the levee are fitted with flap gates on the river side of the levee. When the river is running high, above the level of the flap gates, the pressure of the high water keeps the flap gates closed, and runoff accumulates in the ponds. When water levels in the river drop to at or below the elevation of the flap gates, the pressure of the accumulated water in the ponds is sufficient to open the flap gate and allow the ponds to drain to the river.

The regional drainage system is designed to criteria that require analysis of a 100-year on-site storm occurring at the same time as a 50-year storm in the San Luis Rey River. The river flows in that 50-year storm condition in the river are low enough (under original design assumptions) to allow the flap gates from the ponds to open and pass the on-site 100-year storm waters into the river. Since the completion of construction of the levee in the early 1990s, the hydraulic parameters that control the river water surface elevations have changed. This is due to the amount of vegetation growing in the river channel. Flows in the river are now predicted to move more slowly, and remain higher for longer periods of time, which would keep the flap gates closed for longer periods of time.

The property's topography is fairly level. It presently contains the drive-in movie screens and associated lots, with most of the surrounding on-site area vacant. The project site presently has approximately 30 percent impervious area. In addition to the property, additional surrounding off-site areas are included in the existing drainage. These areas are occupied by portions of SR 76 and Foussat Road (11.2 acres), the adjacent City and SDG&E property (8.3 acres), the levee embankment (2.0 acres), and the off-site extension of Pala Road (2.9 acres). The existing drainage includes approximately 113.1 acres and is divided into three patterns (Figure IV.G-2):

- On the western portion of the overall area, approximately 20.2 acres drain west under Foussat Road in an existing 24-inch reinforced concrete pipe (RCP), to Middle Pond.

- On the southern portion, approximately 28.8 acres drain to the upstream (eastern) end of the existing 60-inch RCP along SR 76, also emptying to Middle Pond.

- The remainder, approximately 64.1 acres, drains northwards to the on-site 48-inch RCP through the levee to the river, just east of Foussat Road.

Impact

Water Quality. The project will result in approximately 80 percent of the area being impervious, as compared to approximately 30 percent impervious in the existing condition (Figure IV.G-3). Best Management Practices (BMPs) have been developed to avoid and minimize impacts to water quality; these BMPs are proposed as part of the project design. These BMPs are discussed in detail in the Storm Water Management Plan of Appendix G, and are summarized in Table IV.G-1 and in text here.

Streets have been designed to minimum widths acceptable for vehicular safety and fire truck access. Parking lots, sidewalks, patios, roof top drains, rain gutters and other impervious surfaces are designed to drain to landscaping, vegetated buffer strips, or vegetated swales where practicable. In areas where runoff cannot be designed to enter vegetated swales, filtration is proposed at storm drain inlets. Specific locations of various BMPs are described in more detail below.

TABLE IV. G-1 BMP SUMMARY

EXPECTED POLLUTANTS	APPLICABLE POST CONSTRUCTION BMPs	BMP MONITORING & MAINTENANCE	BMP MAINTENANCE RESPONSIBILITY
- NUTRIENTS FROM FERTILIZERS - HEAVY METALS - ORGANIC COMPOUNDS - TRASH AND DEBRIS - OXYGEN DEMANDING SUBSTANCES - OIL AND GREASE FROM PAVED AREAS - PESTICIDES FROM LANDSCAPING - BACTERIA AND VIRUSES	- STREET SWEEPING - INLET BASIN LABELING - STORM DRAIN INLET BASKETS WITH HYDROCARBON ABSORPTION - TRASH STORAGE AREA DESIGN -VEGETATED SWALE - WATER QUALITY CONTROL PONDS (OFFSITE)	- MONTHLY - TILE REPLACED AS NEEDED - YEARLY - ROUTINELY CLEANED AND HYDROCARBON BOOMS REPLACED YEARLY - NONE - CLEAN DEBRIS AS NEEDED - CLEAN DEBRIS AS NEEDED	- PRIVATE MAINTENANCE RESPONSIBILITY

SOURCE: O'DAY CONSULTANTS, 2007

Approximately 10,400 linear feet of vegetated swales and approximately 14,400 square feet of vegetated buffer strip are included (Figure IV.G-4) to treat runoff from buildings and parking areas; these swales/buffer strips would be gently sloped areas (less than 15% side slope) planted with vegetation such as grasses, sedges, and other plants to provide filtration and treat runoff from buildings and parking areas. All runoff water being treated by vegetated swales for water quality purposes will flow through approximately 100 feet of swale before entering the storm drain system; runoff will flow at less than two feet per second. A cross-section of a typical vegetated swale and buffer strip is shown in Figure IV.G-5. The length of the vegetated swales and the low velocity of the runoff allows maximum pollutant removal. Runoff from the majority of the site will be treated with vegetated swales.

Water quality improvement would also result from the use of Park and Middle Ponds. Runoff flowing across the natural, soft substrate of the ponds will have some absorption, and the ponds are both vegetated, allowing sediment and at least some pollutants' adsorption onto the vegetation. This water quality improvement would be particularly effective in Middle Pond, because most runoff from the project area would have an extended residence time in the pond. The three 60-inch RCP through the levee that drain Middle Pond are located near the northwest end of Middle Pond (Figure IV.G-1), and project runoff enters the pond primarily at its southeast end, maximizing the distance the runoff must flow and the time it is retained in the pond before flowing to the river.

Runoff from areas that cannot enter vegetated swales will be treated with filters at the storm drain inlets, and with hydrocarbon booms. The filter capabilities are discussed in the Storm Water Management Plan of Appendix G. Locations of inlets with filters and hydrocarbon booms are shown in Figure IV.G-4. Depressed truck docks with inlets will also have such filters and booms; location of these is also shown in Figure IV.G-4. All storm drain inlets will be stenciled or labeled with prohibitive language on dumping, such as "No Dumping – I Live Downstream."

Irrigation for each project landscape area will be designed for its size and aspect, and for its vegetation's specific water requirements, including such devices as bubblers or drip irrigation in planter boxes. Rain shutoff devices will be included to prevent irrigation after precipitation. Flow reducers or shutoff valves will be installed to control water loss in the case of a broken sprinkler head or water line.

All trash container areas will be paved with an impervious surface designed to prevent runoff from adjacent areas to enter, and will be screened or walled and include a roof, awning, or attached lid on containers to keep out rain. Locations of such covered trash containers or containers with attached lids are shown in Figure IV.G-4.

Maintenance of the BMPs is discussed in the Storm Water Management Plan of Appendix G. All BMPs proposed in the public right-of-way will be maintained, monitored, and inspected by the City of Oceanside in perpetuity. All privately-owned BMPs will be monitored and maintained by the association, developer, or owner.

Drainage and Retention. Existing drainage to the river is via the on-site 48-inch reinforced concrete pipe (RCP) through the levee, and the outlet of Middle Pond, to the west of the project. Some post

development drainage would go to the outlet of Park Pond, to the north of the project. The City of Oceanside requires analysis of drainage for a 10-year on-site storm event coinciding with a 100-year storm in the river; the 100-year storm would result in the flap gates to the river being closed. The volume of the 10-year on-site runoff would be detained on-site or in the existing Park and Middle Ponds until the peak of the 100-year storm in the river had passed and drainage could enter the river. As noted under Existing Conditions, the bottom elevation of Middle Pond is one foot higher than shown on its construction plans. The existing size of Middle Pond is adequate to contain the 10-year storms for the existing conditions and for the proposed conditions, but does not provide the one foot of freeboard usually required.

The post-development drainage area of the 48-inch RCP would be approximately 33.1 acres, including 20.0 acres of development area, 4.8 acres from the off-site Pala Road extension, and the 8.3 acres of the off-site adjacent property. During the 10-year on-site storm event coinciding with a 100-year storm in the river, the flap gates to the river are closed and runoff will eventually collect in the storm drain system. When the capacity of the storm drain system is exceeded, runoff will flow to the north to Park Pond, through a bypass pipe. The connection between the storm drain system and the bypass pipe will be inside the inlet structure next to the adjacent property. Inside the inlet structure, the elevation of the pipe from the storm drain system will be 0.65 foot lower than the bypass pipe (Figure IV.G-6), requiring that storm drain system be at storage capacity before water will enter the bypass pipe.

The bypass system would not put the adjacent off-site property at risk of backflow from Park Pond. The GDM states the design water surface of Park Pond during the 100-year storm to be at an elevation of 33.8 feet, which is below the lowest elevation on the adjacent property.

The study also evaluated ponding conditions. Ponding now occurs under the existing conditions in this area, mostly in the form of overland flooding. No ponding would be expected in the on-site parking lots, as the adjacent property is at a lower elevation. Some ponding would occur in a portion of the adjacent property with this configuration (Figure IV.G-7). A ponding depth of two feet at the inlet structure would inundate approximately 3.9 acres of the adjacent property; preliminary analyses indicate the depth at the inlet structure would be less than two feet. For most of the projected 3.9 acres the ponding depth would be less than one foot. This is the maximum ponding predicted, as any additional water would be moved to Middle Pond by a secondary bypass system.

Approximately 21.9 on-site acres are proposed to drain to Park Pond under normal runoff conditions. This is approximately one-half of the area assumed in the Army Corps of Engineers' General Design Memorandum (GDM) for the river flood control project (Appendix G). This area is less because the GDM did not include the on-site 48-inch RCP, which drains part of the area that the GDM assumed would drain to Park Pond (although not in the GDM, the 48-inch RCP was constructed with the levee). The assumed division of drainage by the GDM to Park Pond and Middle Pond is shown on Figure IV.G-8.

As discussed above, under the 10-year event coinciding with the 100-year storm in the river, some runoff would be bypassed to Park Pond. Under this condition, the tributary area to Park Pond (including both on-site and off-site areas) would be a maximum of 55 acres, approximately 2.4 acres larger than that assumed in the GDM. Project design would absorb most of this runoff by underground detention in the storm drain system, as the bypass is not utilized until the underground storm drain system is filled. The amount of needed detention/storage was calculated at approximately 0.53 acre-foot; the system is projected to provide approximately 0.46 acre-foot (Appendix G, Hydrology Report), leaving a difference of approximately 0.07 acre-foot. As noted under Existing Conditions, the capacity of Park Pond is approximately 215 acre-feet, well in excess of the 160 acre-feet assumed in the GDM. As such, Park Pond can absorb the approximately 0.07 acre-foot excess.

For Middle Pond, the GDM map indicates there were assumed to be approximately 49.4 acres of on-site and off-site area (off-site area is cross-hatched in Figure IV.G-8). With the proposed project, there would be less on-site area and more off-site area than assumed in the GDM. The result is an apparent decrease of 1.8 acres from that assumed in the GDM, but that decrease is lessened by 0.6 acre of off-site area that will result when the improvements to Foussat Road are considered.

The existing condition of mature vegetation in the river is predicted to affect the timing of the functioning of the flap gates, with slowed flows in the river keeping the gates closed longer than originally assumed in the development of the GDM for the ponds. In the event that the flap gates were unable to open, water from the 100-year on-site storm would back up Park Pond, and water would rise to an elevation that would cause it to drain across the project site and into Middle Pond. The proposed project's underground storm drain system incorporates a secondary overflow bypass (Figure IV.G-9) that would direct these flows to Middle Pond without increasing the ponding depth on the adjacent property or flooding a large portion of the project parking lots.

According to the Flood Insurance Rate Map (FIRM) from the Federal Emergency Management Agency (FEMA), the entire subject property is presently located within Zone A99, which is defined as an "area to be protected from the 100-year flood zone by a Federal Flood Protection System currently under construction". The protection system in place is the U.S. Army Corps of Engineers San Luis Rey River levee system that was constructed by the Corps. An Operations & Maintenance Plan has recently been permitted by the Resources Agencies. Phase 1 clearing of vegetation has begun and will be completed after September 15, 2008. When these plans are implemented, FEMA will formally revise the official flood plain mapping to indicate that the site is fully protected from the 100-year flood.

It is unknown whether FEMA final certification of the levee will occur prior to project completion. If certified, it would remove the subject property from its classification within Zone A99. If not certified in a manner timely to project development, the project will need to obtain a Conditional Letter of Map Revision (CLOMR) from FEMA. A CLOMR is FEMA's review and comment on whether a proposed project meets the minimum floodplain management criteria of the National

Flood Insurance Program (NFIP), and, if so, what revisions will be made to the community's NFIP map if the project is completed as proposed.

Impact Significance Criteria - Hydrology and Water Quality

Impacts would be considered significant if the development would violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge; substantially alter the existing drainage pattern of the area; create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage system; place structures within a 100-year flood hazard area that would impede or redirect flood flows; or otherwise substantially degrade water quality. All of these effects are potentially present on the Pavilion at Oceanside site.

Impacts would also be considered significant if the development would place housing within a 100-year flood hazard area as mapped by FEMA or other delineation map; expose people or structures to a significant risk of loss as a result of the failure of a levee or dam; or result in inundation by seiche, tsunami, or mudflow. None of these are potentially present on the project site.

Significance of Impact

The project would not pose a significant adverse impact to hydrology or water quality in the San Luis Rey River, the receiving waters of the project area. Existing sediment transport will be reduced with the project through retention and water quality BMPs incorporated into project design. No impacts to groundwater would be expected.

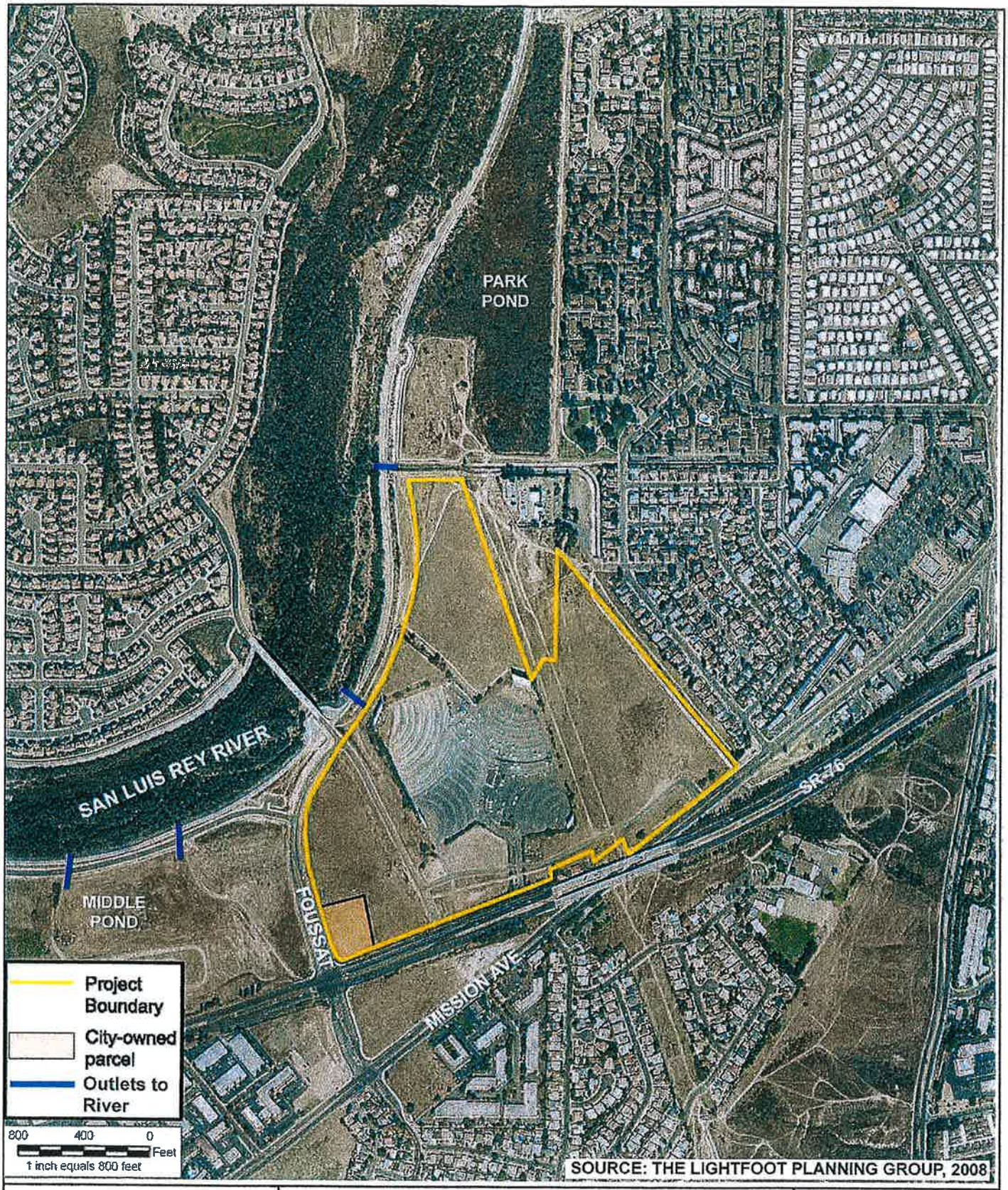
There are no changes in the project area's priority hydrologic properties that would be considered a condition of concern for downstream water bodies. The project has been designed to result in runoff levels consistent with those assumed in the General Design Memorandum (GDM) defining the Army Corps of Engineers flood control project on the river. As noted above in this section, some of the 2008 on-the-ground situation does not exactly match the GDM: the 48-inch RCP allowing some of the project site to drain directly to the river was not included in the GDM, Middle Pond is slightly shallower than called for in the GDM, and the predicted difference in the flow in the river at some times due to the unanticipated amount of vegetation within the channel. At some future time the overall hydrologic regime of the river may be modeled again; this may be done following the U.S. Army Corps program of vegetation removal. When this might be completed (if it is done), and what such a study might conclude is only speculative at this time. Analyses for past projects have relied on the GDM. The GDM and the design and construction of the ponds all anticipated the project area being developed for commercial land uses. As such, the GDM is the best available design standard for evaluation of this project's drainage and retention.

Significance criteria include actions that can "...substantially degrade water quality." Best Management Practices (BMPs) have been included in the Storm Water Mitigation Plan for both

construction and ongoing post-construction phases (Appendix G); these BMPs would reduce any impacts to below a level of significance.

Mitigation

No mitigation is required.



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DRAINAGE FEATURES

FIGURE IV.G-1

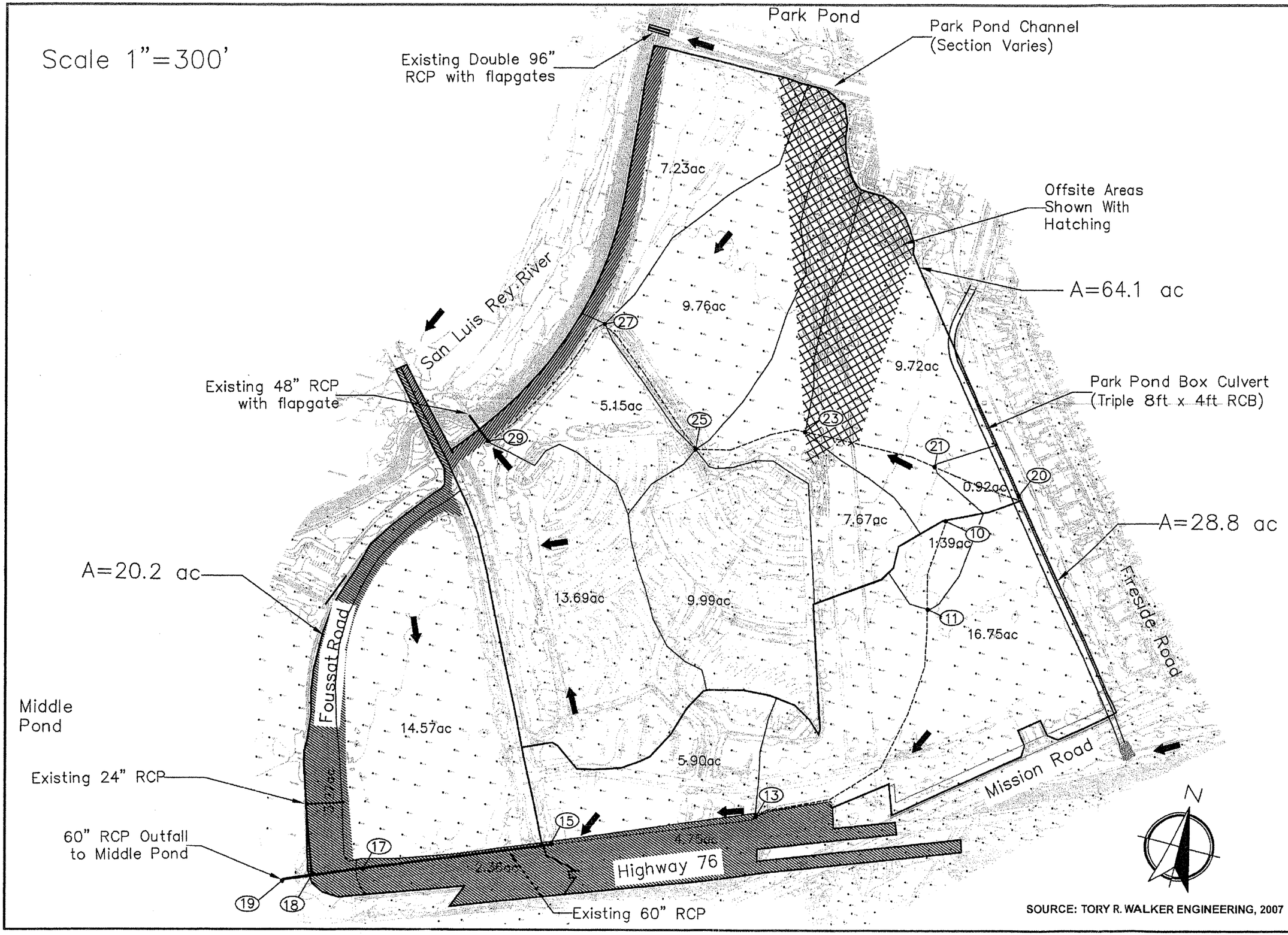

FIGURE IV.G-2

EXISTING DRAINAGE

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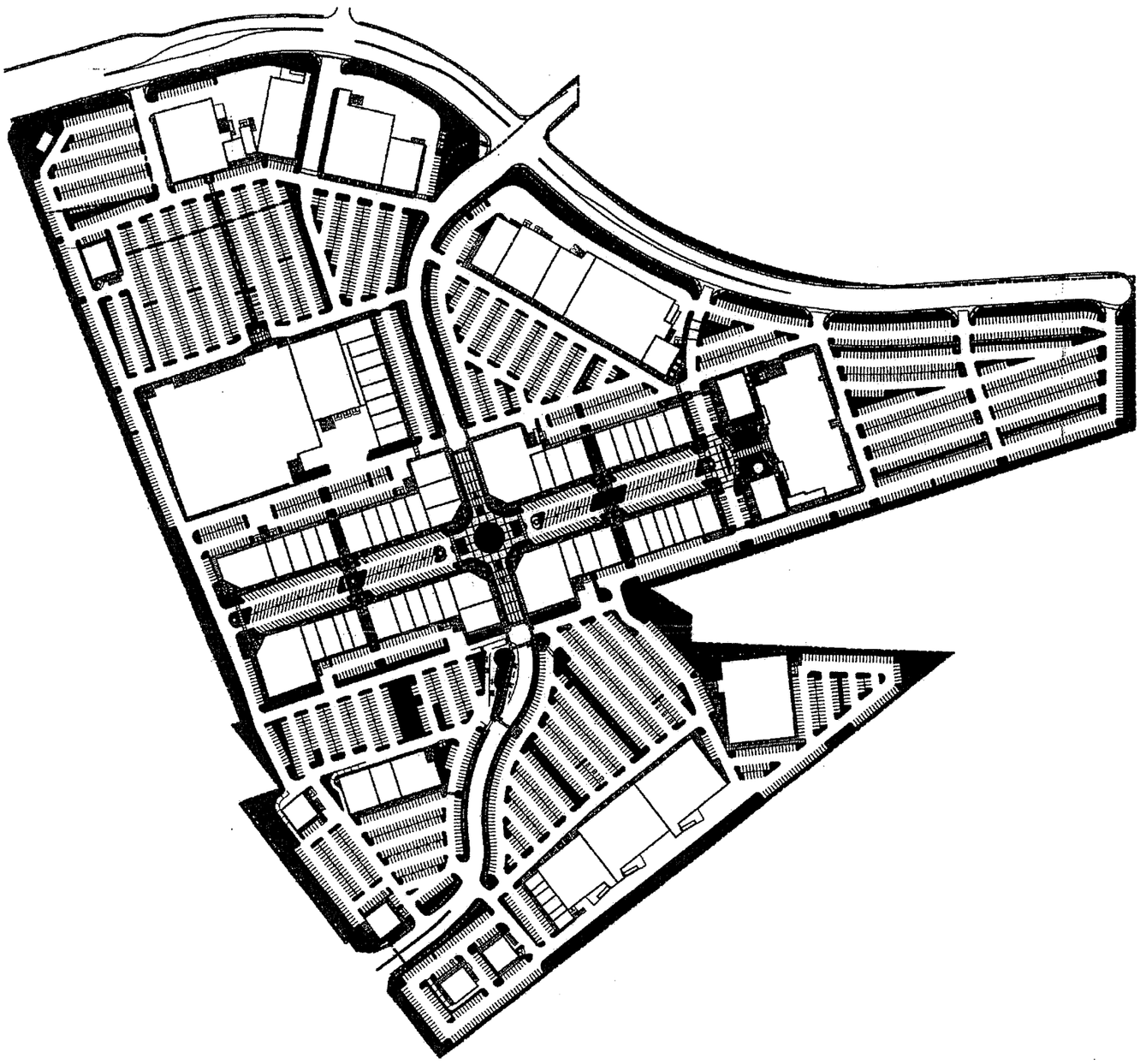
SOURCE: O'DAY CONSULTANTS, 2007



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**POST DEVELOPMENT PERVIOUS AREAS**	**FIGURE IV.G-3**

SWMP EXHIBIT
FOR
OCEANSIDE PAVILION

LEGEND

DESCRIPTION	SYMBOL	QUANTITY
PROJECT BOUNDARY		
VEGETATED SWALE		11,400 L.F.
EXISTING CONTOUR		
PROPOSED CONTOUR	40	
STORM DRAIN		
EXISTING STORM DRAIN		
RESTAURANT	REST	
INLET FILTER (PRIVATE STORM DRAIN)		35 EA.
INLET FILTER (PUBLIC STORM DRAIN)		3 EA.
VEGETATED BUFFER STRIP		13,685 SF
DEPRESSED TRUCK DOCK WITH INLET FILTER (PRIVATE STORM DRAIN)		9 EA.
COVERED TRASH ENCLOSURE OR ATTACHED LID		25 EA.

SOURCE: O'DAY CONSULTANTS, 2007

FIGURE IV.G-4

DRAINAGE PLAN INCLUDING BMP STRUCTURES

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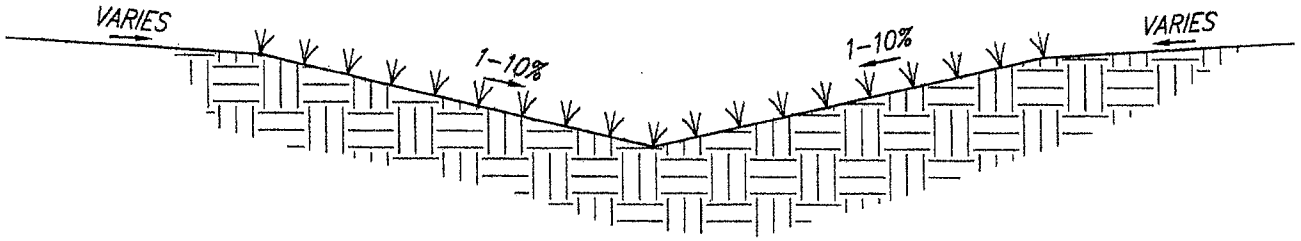
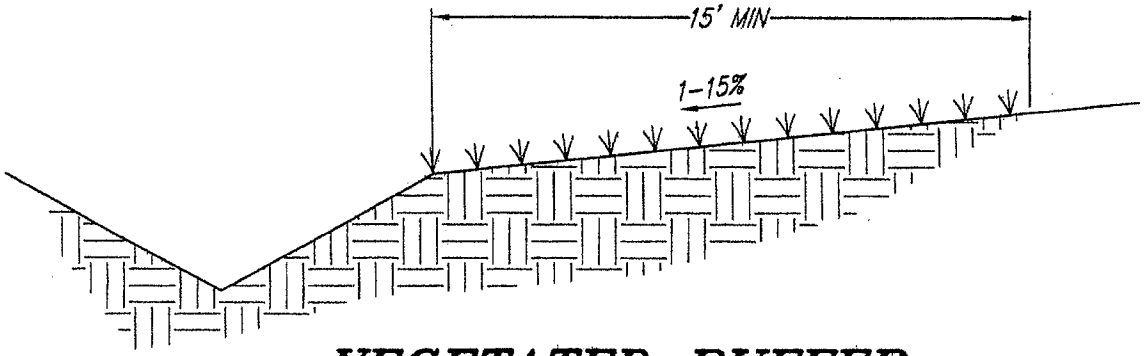


VEGETATED SWALE DETAIL (TYP.)

NOT TO SCALE

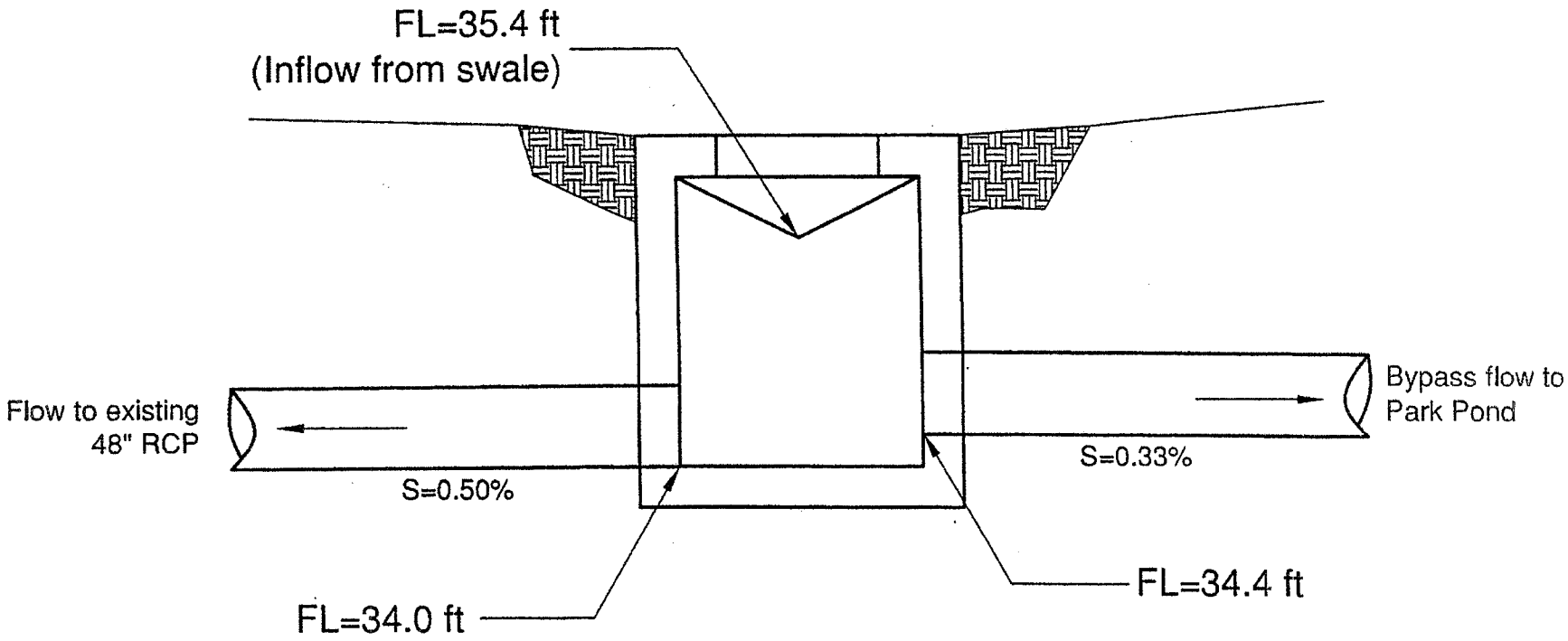


VEGETATED BUFFER STRIP DETAIL (TYP.)

NOT TO SCALE

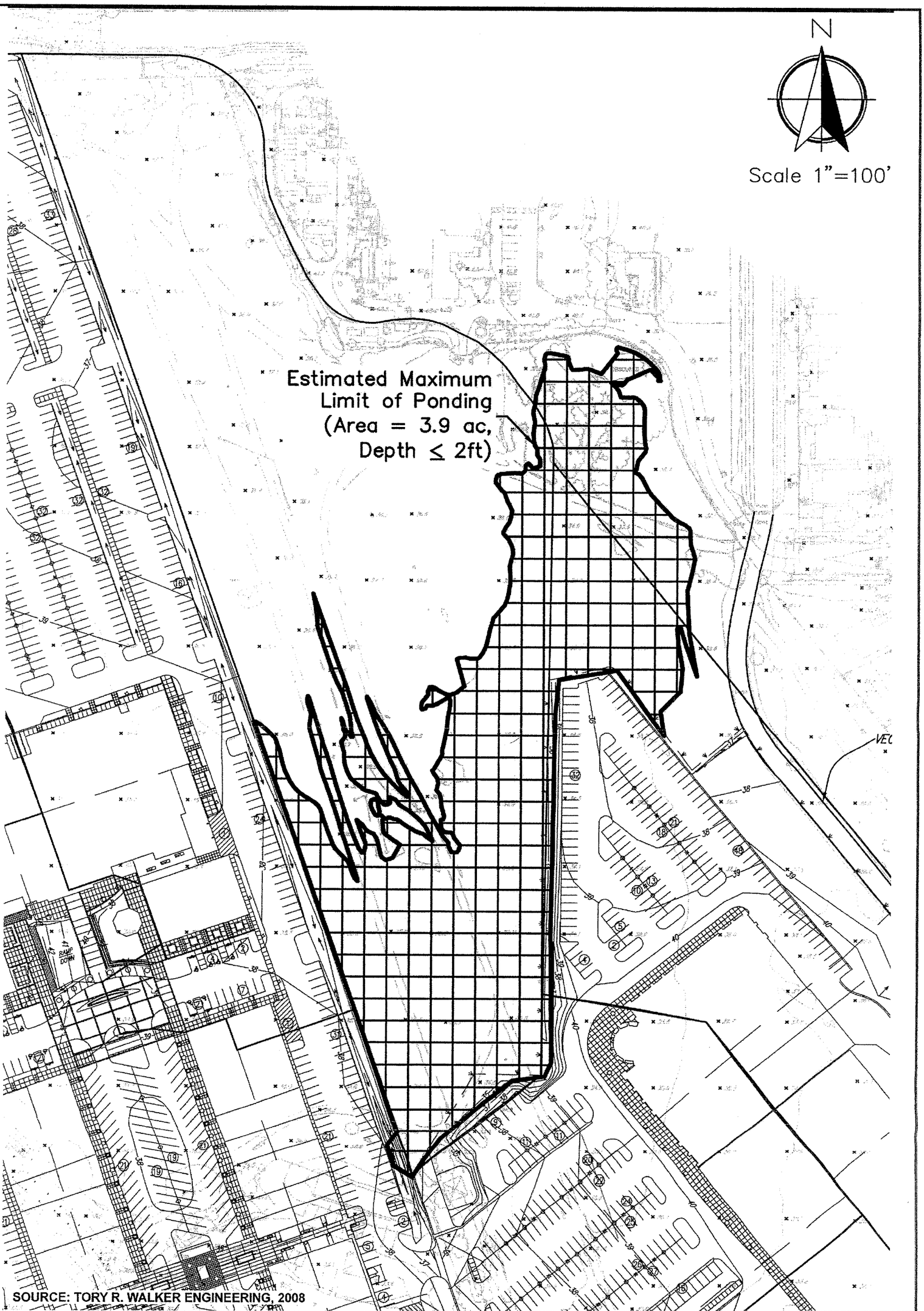
SOURCE: O'DAY CONSULTANTS, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	VEGETATED SWALE AND VEGETATED BUFFER STRIP	FIGURE IV.G-5



SOURCE: O'DAY CONSULTANTS, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**STORM DRAIN BYPASS**	**FIGURE IV.G-6**



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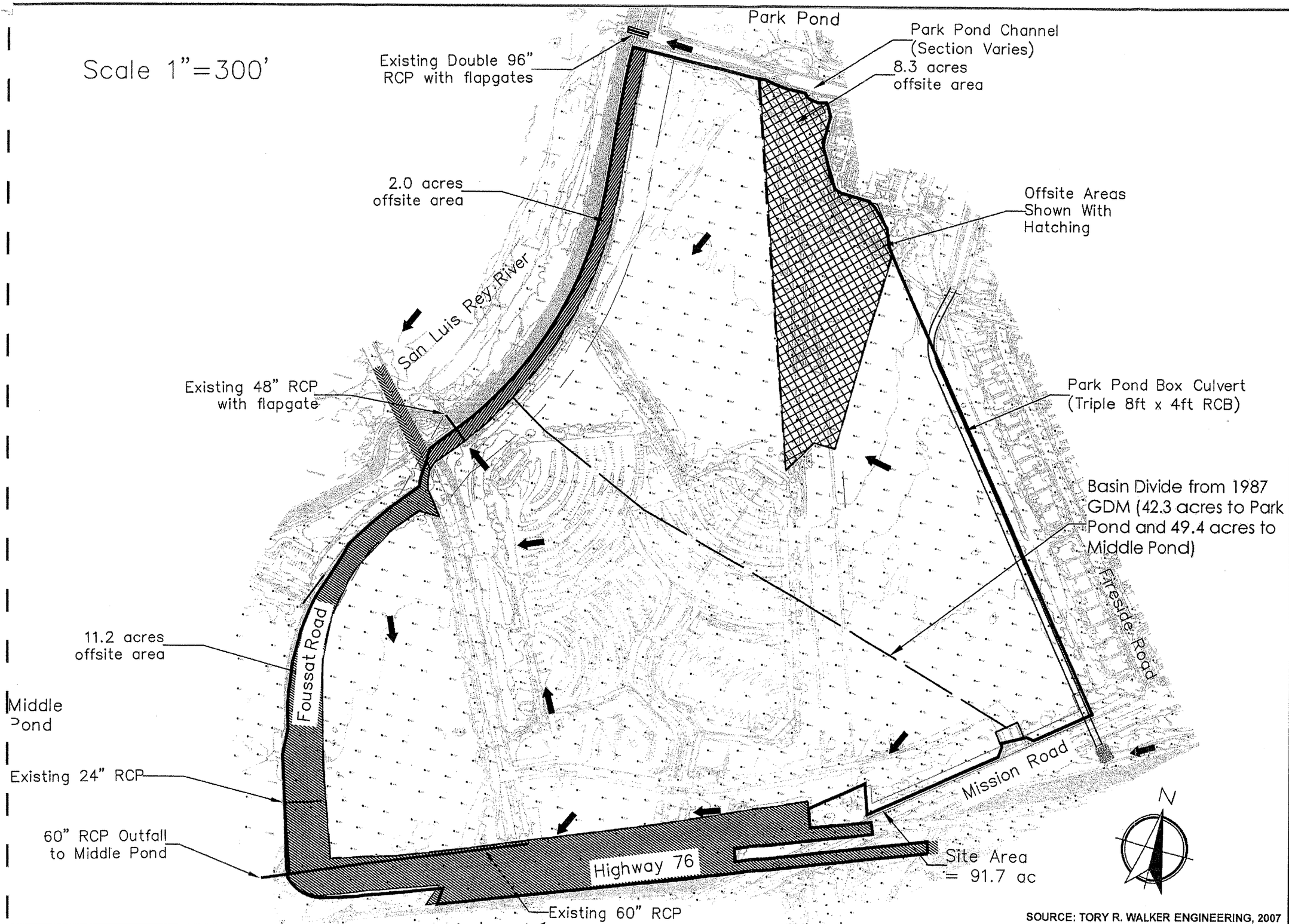
ESTIMATED PONDING LIMITS FOR OFF-SITE PROPERTY

FIGURE IV.G-7

Scale 1"=300'



SOURCE: TORY R. WALKER ENGINEERING, 2007

FIGURE IV.G-8

HYDROLOGY MAP FROM 1987 GDM SUBAREAS

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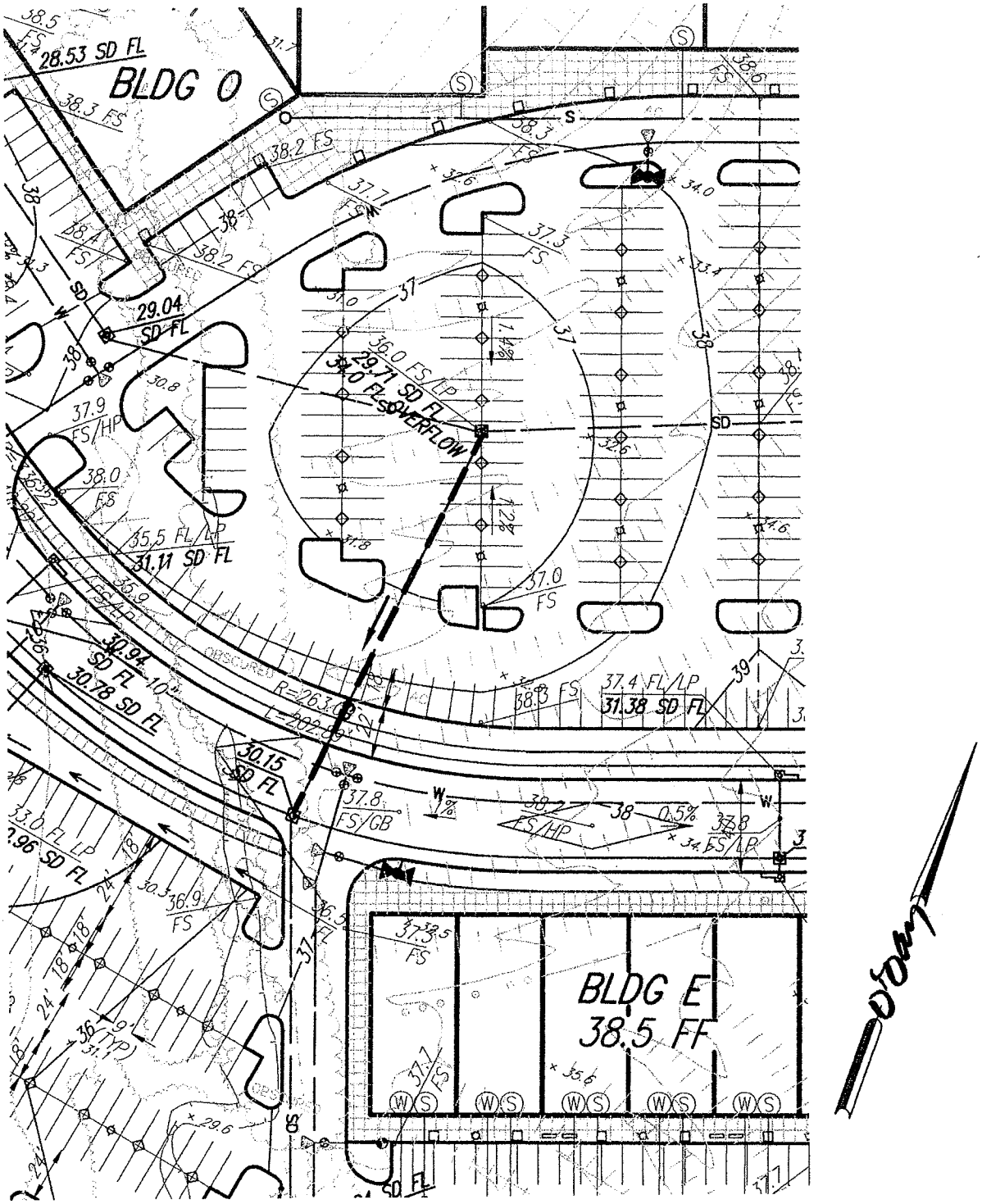

SOURCE: O'DAY CONSULTANTS, 2008

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**SECONDARY BYPASS**	**FIGURE IV.G-9**

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H. LAND USE

Existing Conditions

As discussed in Chapter II, the site is largely vacant, although a portion was previously developed with a drive-in movie theater and associated parking areas. It is currently used weekly for a weekend-only swap meet and other periodic events. The undeveloped parts of the site are largely disturbed and weedy, with scattered trees and shrubs. It is also crossed by a number of underground and overhead utilities, including a major transmission line corridor, natural gas pipelines, and sewer and storm drain lines.

Open space associated with the San Luis Rey River is north of the property, the Oceanside Municipal Airport is west, a combination of existing and planned light industrial and community commercial developments are south of the property across S.R. 76 and Mission Avenue (Figure IV.H-1). Single-family residential development is to the east.

The property is designated and zoned Community Commercial (CC), and it is within the proposed Wildlife Corridor Planning Zone (WCPZ) per the City of Oceanside's draft HCP. As noted in Chapter IV.F, it is also within the AIA and partially within an FAZ of the Oceanside Municipal Airport's Land Use Comparability Plan.

Community Commercial Designation. The City of Oceanside's Zoning Ordinance outlines the following goals:

> "To provide sites for commercial centers containing a wide variety of commercial establishments, including businesses selling home furnishings, apparel, durable goods, and specialty items and generally having a citywide market area. Support facilities such as entertainment and eating-and-drinking establishments are permitted, subject to certain limitations to avoid adverse effects on adjacent uses."

Habitat Conservation Plan. As detailed in Chapter IV.C, the property is within the proposed WCPZ of the City's draft HCP. The WPCZ was designed to provide a north-south corridor for the coastal California gnatcatcher, from Camp Pendleton through Oceanside to Carlsbad and beyond. The SDG&E easement traversing the property is the proposed "backbone" of the WPCZ, and the Draft HCP discourages development within 1000 feet along this easement. It also calls for a 100-foot wide buffer zone with native vegetation along the San Luis Rey River, and avoidance of wetland areas where feasible.

Impact

Community Commercial Designation. The project is proposing a 950,000 sq ft community shopping center to provide a full range of retail opportunities and community amenities. As discussed in Chapter II, the site was chosen for its prime location with regional appeal due to its

visibility and access from the major northerly east-west corridors of SR 76 and Mission Avenue, which provide regional linkage between Interstates 5 and 15. The property's size allows the scale of development necessary to provide a full range of complimentary uses for retail shops and stores, restaurants, and entertainment including a central core of larger stores and smaller specialty shops, a cinema complex as an entertainment anchor, local-serving uses (such as a grocery store and convenience uses), and areas to site larger retailers with a regional draw. The proposed Development Plan meets or exceeds all City development regulations for a Community Commercial zone, including standards related to building coverage, landscaping, parking, and setbacks. The buildings along the project's eastern boundary would be approximately 100 feet from existing single-family residential development.

Habitat Conservation Plan. The project, as presently proposed, would not be in conformance with the draft HCP, as the proposed project covers the entire property and would not provide native habitat to allow a wildlife corridor across the site to facilitate north-south movement of the California gnatcatcher from Oceanside to Camp Pendleton.

Impact Significance Criteria - Land Use

Impacts would be considered significant if the project would physically divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the property (general plan, zoning ordinance, local coastal program); or would conflict with any applicable habitat conservation plan.

Significance of Impact

The project would not physically divide an established community, as it is presently a vacant site located between industrial, commercial and residential areas. No significant impacts to land use are expected to occur with respect to the community commercial land use designation, as the project is in full compliance with all regulations. As detailed in Chapter IV.F, the project is also in compliance with all applicable regulations related to airport safety. While the City's draft HCP is not currently approved or adopted, the plan is considered "applicable," as the City currently evaluates all projects' potential impacts on future plan implementation. As discussed in Chapter IV.C, the proposed project is inconsistent with the Draft HCP; as it is presently designed, it would have a significant impact upon future implementation.

Mitigation

As detailed in Chapter IV.C., with the current project design, impacts to the City's draft HCP would be significant and unmitigable. Mitigation could be achieved by modifying the draft HCP to reduce corridor width or by adopting an alternative design to achieve compliance (see Chapter VI).

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**ADJACENT LAND USES**	**FIGURE IV.H-1**

I. NOISE

An Acoustical Site Assessment was prepared for the proposed Oceanside Pavilion Commercial Center by Investigative Science and Engineering, Inc (ISE, 2008). This report, included as Appendix H to this EIR, provides the basis for the following analysis.

Existing Conditions. The site for proposed development is a relatively flat parcel of land bordered by the San Luis Rey River to the north, Oceanside Municipal Airport to the west, residential development to the northwest and east, and Highway 76 and Mission Avenue to the south. The property is zoned for Community Commercial (CC) use.

The results of the study conducted by ISE found the hourly average sound levels (Leq-h) taken during survey hours to be between 50.5 and 59.9 dBA. The prevailing source of noise at each monitoring location was found to be generated by traffic.

The City of Oceanside's Noise Element of the General Plan establishes noise standards for various land uses. The project site borders land zoned and developed for single-family residential use, which is considered a sensitive land use. Because the zoning differs between residential and commercial land uses, the arithmetic mean of the two standards is used to find an appropriate standard for both. The subsequent property line standard established for the Pavilion's analysis is 57.5 dBA Leq-h between the hours of 7:00 a.m. and 10:00 p.m., and 52.5 dBA Leq-h from 10:00 p.m. to 7:00 a.m. Following is a breakdown of expected impacts that may result from project development.

Impact - Short Term Construction Noise. Construction activities for the proposed project would occur between the hours of 7 a.m. and 4 p.m. Monday through Friday in accordance with City requirements. Sensitive avian habitat exists around most of the project site. Construction noise generated by the proposed Pavilion at Oceanside is also regulated by the United States Fish and Wildlife Service and the California Department of Fish and Game for its effect on federally endangered least Bell's vireo (*Vireo bellii pusillus*). A 1990 study entitled "*Comprehensive Species Management Plan for the least Bell's vireo*" released by the San Diego Association of Governments (SANDAG) estimated that noise levels above 60 dBA Leq occurring in vireo breeding areas may substantially mask the vireo's song which could potentially impact the species during their breeding season (March 1 to September 1).

Per standards established by the California Environmental Quality Act (CEQA), a worst-case scenario is utilized in analyzing the potential impacts that the proposed project may impose on the least Bell's vireo. This scenario assumes all construction equipment required for construction of the road extension would be operating simultaneously, and that vireo nesting sites could be as close as 35 feet from any given construction area. The loudest hourly sound level within the habitat area could potentially be as high as 75.7 dBA, which is above the wildlife habitat noise limit of 60 dBA. Mitigation would therefore be required for construction occurring between March 1- September 1.

Impacts - Long Term Project Generated Noise. The primary sources of noise generated by the proposed Pavilion Commercial Center are anticipated to be related to the 80 (10-ton) HVAC units which would be installed for heating and cooling needs, as well as from the onsite loading docks which will be used to load and unload materials to be used and/or distributed by the center. Figures IV.I-1 and IV.I-2 show the locations of the HVAC units and truck operation sites (respectively) throughout the project.

HVAC Systems: A general area around the proposed project site was chosen for the onsite HVAC analysis.

A color-shaded model was used to represent areas of equal noise generated by the HVAC systems within the roofline and surrounding property (Figure IV.I-3). This analysis determined that all building rooftops have property line noise exposure levels up to 48.4 dBA Leq-h. As this level is well below the City's threshold, no impact to noise levels is anticipated to result from the implementation of HVAC systems on the project site.

Loading Docks: An enhanced loading dock specific location was established for the onsite loading dock analysis. As above, color-shaded areas shown in Figure IV.I-4 represent areas of equal noise exposure for the loading docks and surrounding uses. Based on the findings resulting from this analysis, loading dock areas for the proposed project are expected to generate 49.1 dBA at the closest sensitive property line. This level is well below the City's impact threshold, therefore no impacts to noise levels related to the activity of the loading docks are anticipated.

Traffic. As the site is situated adjacent to various roadways, including the SR 76, traffic is anticipated to be the primary source of future noise generated near the proposed Pavilion Commercial Center. An analysis of traffic-generated noise increases along adjacent roadways associated with the proposed commercial center. This analysis examines noise levels under existing conditions with and without the proposed project, existing plus cumulative conditions with and without the proposed project, and 2020 conditions including and excluding the Pala Road extension with and without the proposed project. In addition, all of these scenarios were evaluated for traffic increases. This data is included as tables 3a through 3-l within the complete Acoustical Analysis report, included as Appendix I to this EIR. The largest project-related noise increase was found to be 6.9 dBA CNEL (existing) and 3.9 dBA CNEL (future) along Foussat Road. Though these increases in noise levels are above the established 3.0-dBA-significance threshold, no significant impacts are anticipated since no sensitive receptors occur along this roadway segment.

Impact Significance Criteria - Noise. Impacts would be considered significant if the project would expose residents to noise levels that exceed local, state, or federal ambient noise standards; or it would result in a substantial permanent increase in ambient noise levels in the property's vicinity.

The City of Oceanside's Noise Element of the General Plan establishes noise standards for various land uses. The maximum acceptable noise level for sensitive land use is 65 dBA Ldn. This standard would be applicable to exterior usable space (i.e., yards, pool/recreation areas) for all transportation noise affecting the project site (i.e., surface street traffic noise).

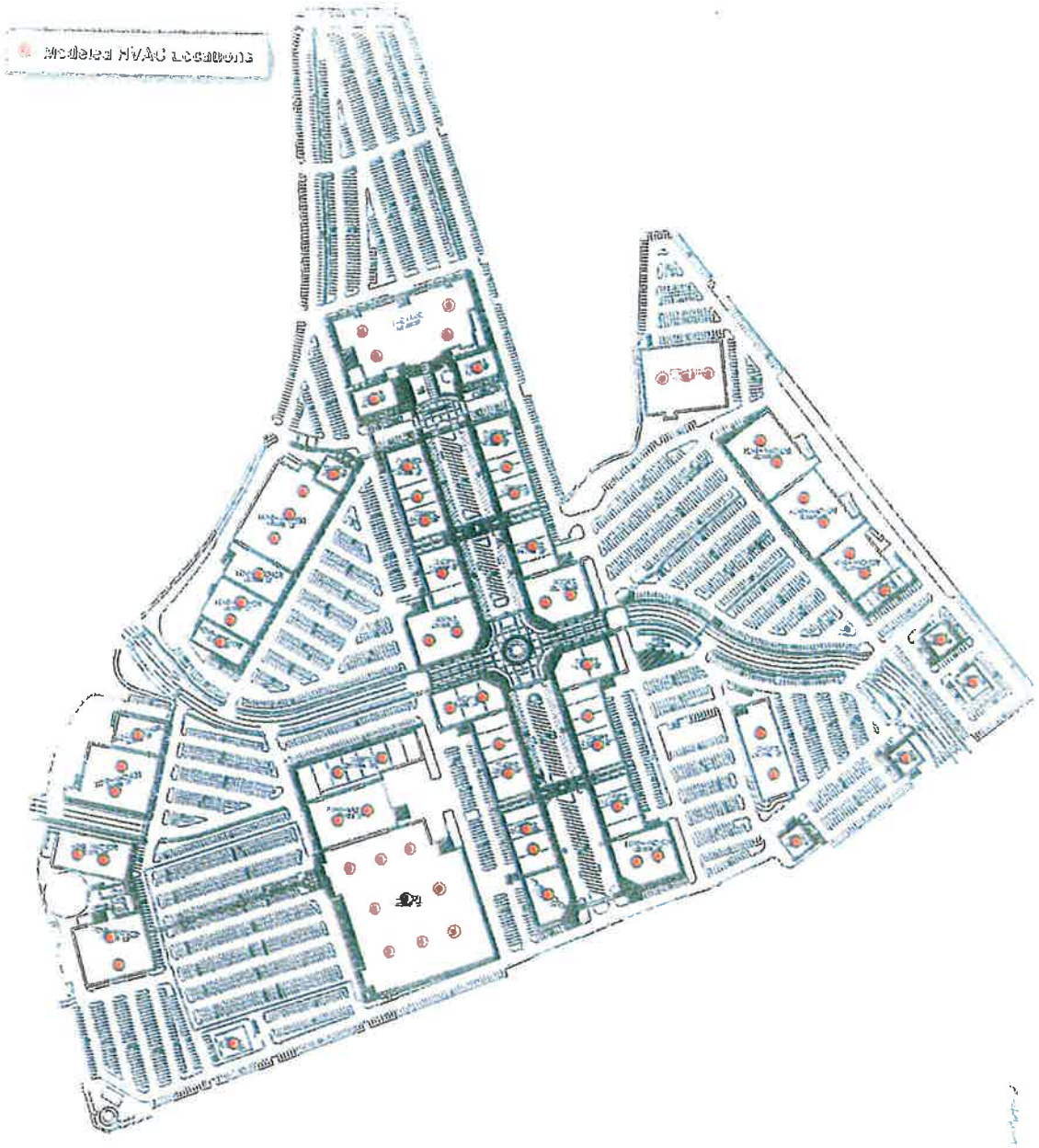
Significance of Impact - Construction Noise. The loudest hourly sound level within the habitat area could potentially be as high as 75.7 dBA as a result of construction activities, which is above the wildlife habitat noise limit of 60 dBA. Mitigation would therefore be required for construction occurring between March 1 and September 1.

Project-Generated Noise. All anticipated sources of project-generated noise were found to be well below the City's impact threshold, therefore no significant impacts would result from project implementation.

Traffic. No significant noise impacts would result from project implementation.

Mitigation

A ten-foot high wall would be constructed along the proposed top-of-slope adjacent to the sensitive habitat area. Implementation of this measure would lower potentially significant noise levels generated by construction activities to below the Wildlife Noise Regulation thresholds.



SOURCE: ISE, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	PROPOSED HVAC LOCATIONS	FIGURE IV.I-1

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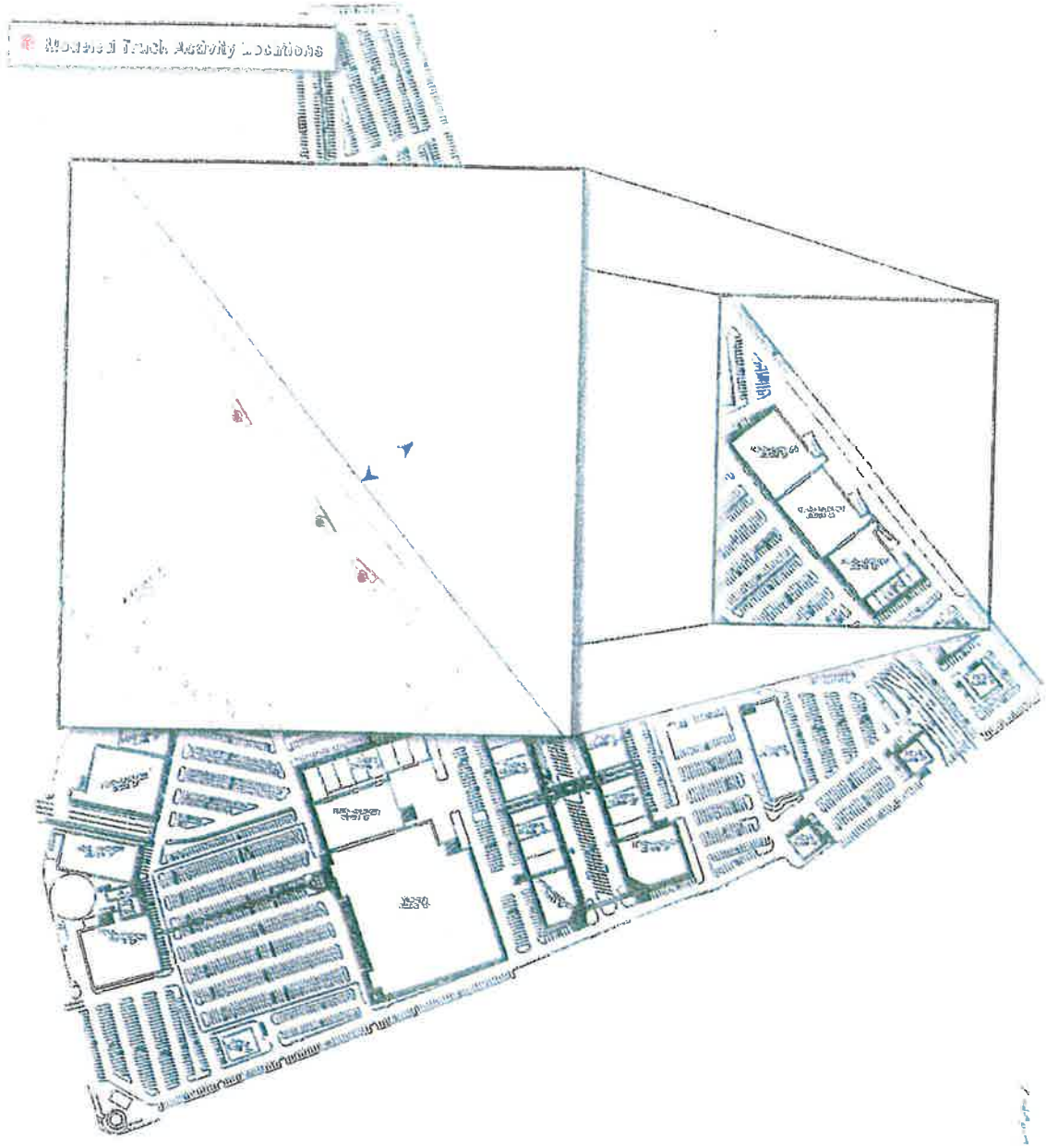

SOURCE: ISE, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**TRUCK OPERATION LOCATIONS**	**FIGURE IV.I-2**

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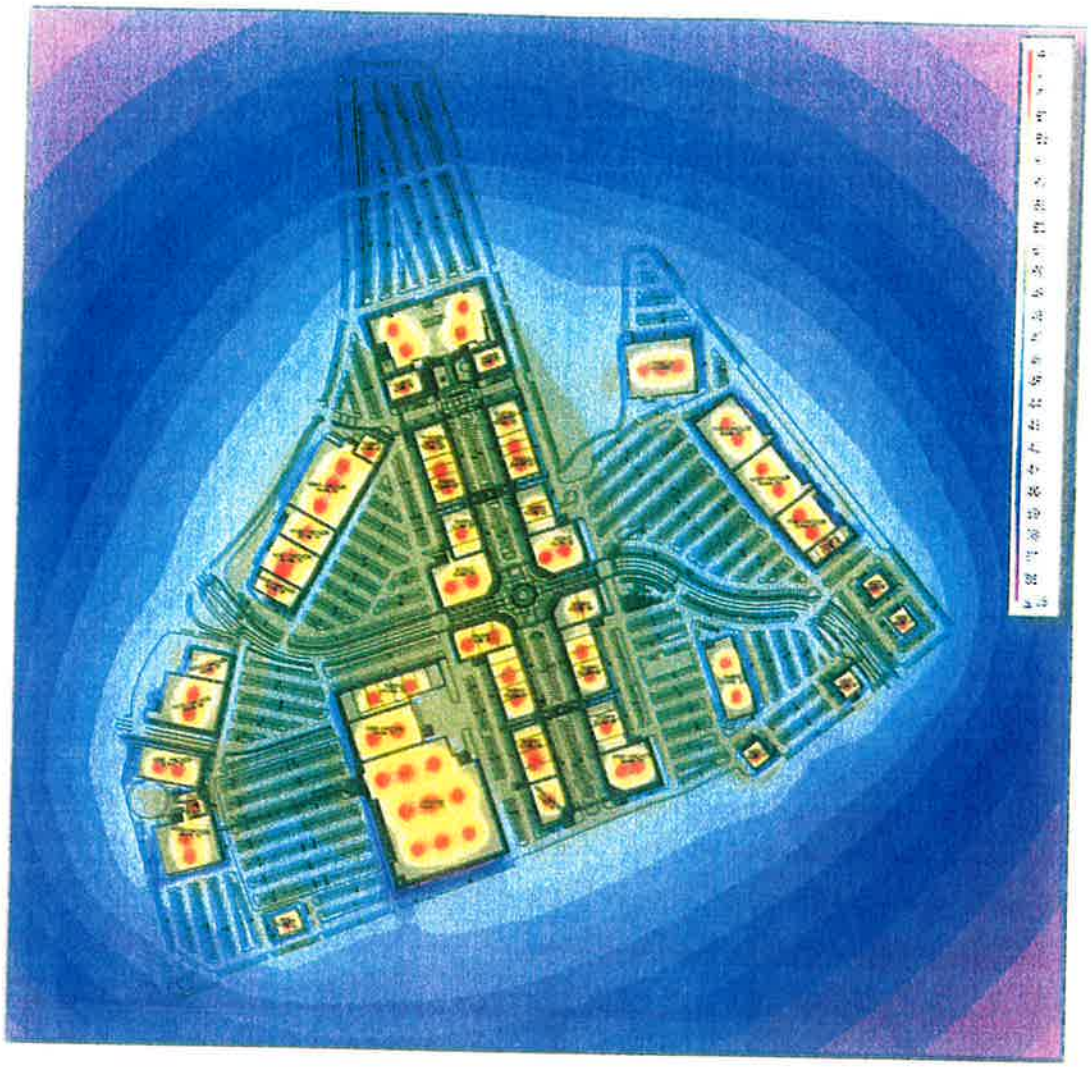

SOURCE: ISE, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**HVAC OPERATIONAL NOISE EXPOSURE**	**FIGURE IV.I-3**

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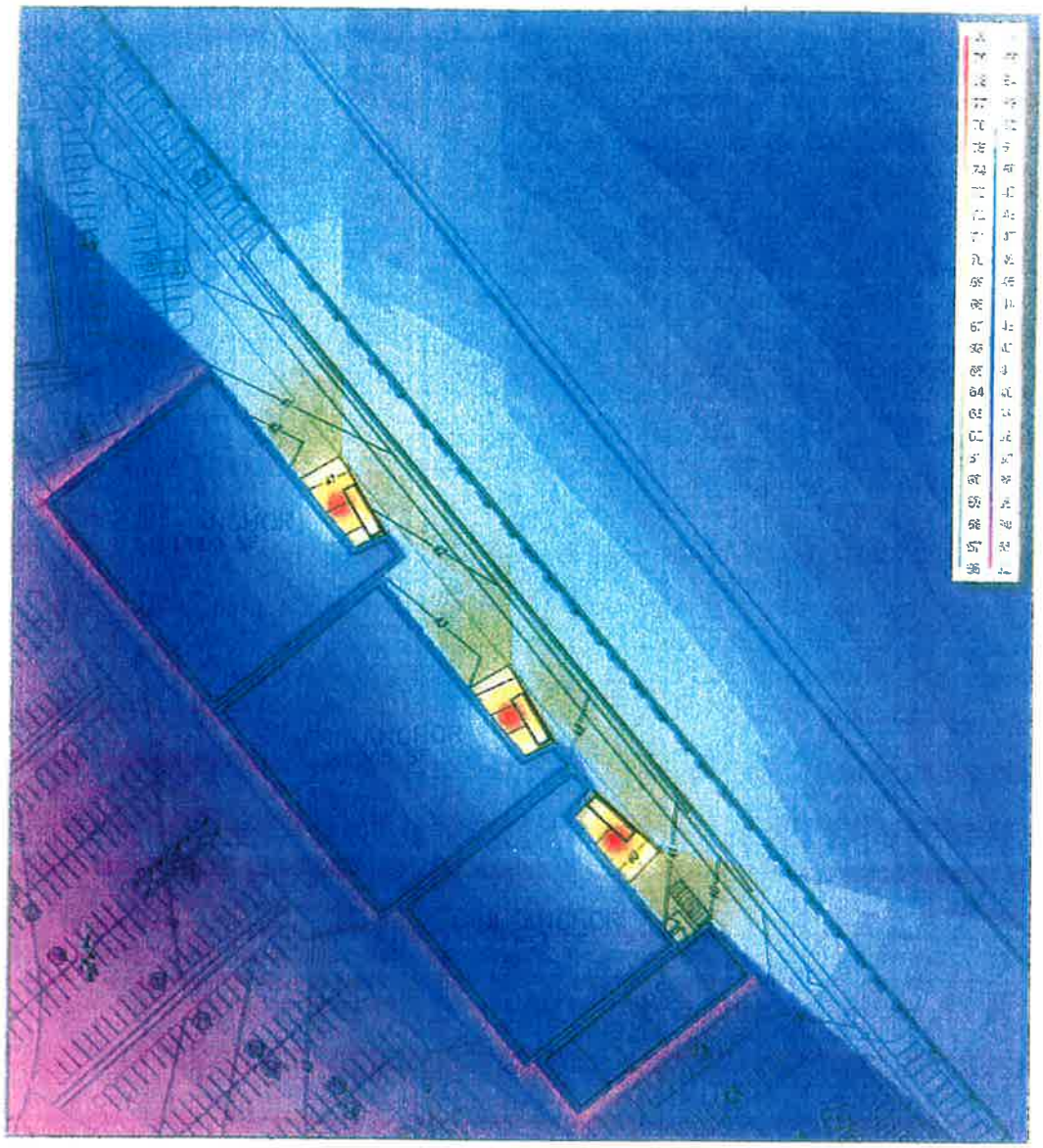

SOURCE: ISE, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**TRUCK OPERATIONAL NOISE EXPOSURE**	**FIGURE IV.I-4**

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J. PUBLIC SERVICES

CEQA guidelines maintain that certain large projects are subject to "special requirements" with regard to the assessment of impacts imposed on public water systems. (Pub. Res. Code sec. 21151.9; Water Code Prt 2.10, Division 6, Section 10910; Guidelines sec. 15083.5.) Per CEQA, shopping centers consisting of more than 500,000 square feet of floor space are included among those projects subject to these requirements. As the Pavilion at Oceanside Commercial Center proposes 950,000 square feet of commercial space, it is well within the limits of this requisite. A Water Supply Assessment has therefore been prepared for the Pavilion at Oceanside by Tetra Tech (January, 2008) to satisfy the requirements established in Senate Bill 610 pertaining to such projects. This report is included within Appendix J to this EIR, and provides the basis of the analysis to follow, subtitled "Water Supply". A Sewer Study and Water System Analysis (Dexter Wilson Engineering, Inc., August 2007) are also included within Appendix J, and provide the basis for the subsections entitled "Wastewater Collection" and "Water Service" respectively.

Existing Conditions

Police Services. The City of Oceanside's Police Department (OPD) is located at 3855 Mission Avenue. As of January 2007, the Police Department had a total of 203 sworn officers, and 106 professional staff who are non-sworn (Koziel, Personal Communication). For the month of July of 2007, OPD's City-wide average response time to Priority 1 calls was 4 minutes and 55 seconds (Divis, Personal Communication).

Fire Protection and Emergency Medical Services. The site proposed for the Pavilion at Oceanside Commercial Center is located within the response area of the Oceanside Fire Department. The City of Oceanside currently has eight operational stations. In the Fiscal Year 2006-2007 Budget, Oceanside Fire Department has a total of 128 personnel, including firefighters, paramedics, and emergency medical technicians. Fire and emergency medical services are currently provided to the proposed project site from Fire Station 3, at 3101 Oceanside Boulevard, approximately 2.5 driving miles from the property. The average response time for Engine 3 to its first due area ranges from 1 to 3 minutes (Overton, Personal Communication). A new Fire Station 7 is currently under construction, due for completion between May and June of 2008. The station's new location is 3350 Mission Avenue, at Foussat Road, placing it directly across the street (Mission Avenue) from the project site's southwestern corner. This new fire station will have the ability to house at least eight apparatus and 11 personnel (OFD website).

Water Service. The City of Oceanside provides water services to the entire City through its Water Utilities Department. Numerous existing water lines cross the project site. The site is located within the City of Oceanside and will receive water from the City's public water system. Two primary sources provide a water supply to customers in the project area: the Wire Mountain Reservoir and the Heritage Reservoir.

the construction of the new Fire Station 7 would place an operational fire station directly across the street from the proposed project, which would be anticipated to improve response times. Revenues to the City from sales tax paid by new consumers, as well as developer fees paid by the project would help support fire protection and emergency medical services, and lower the impact upon these services to less than significant levels.

Water Service. The proposed Pavilion at Oceanside would increase water service needs in the area. The projected maximum water demand by the proposed project is 4,397.3 gallons per minute, representing the domestic and irrigation maximum day demand plus fire flow scenarios. The project proposes to connect to the City's public water system in three locations (Figure IV.J-1): (1) through a 12-inch water main in Mission Avenue along the site's southern boundary, (2) through the 12-inch water main in the western utility easement (otherwise known as Old Foussat Road), (3) to the proposed public water line adjacent to the project in Pala Road. This water line is proposed as a project design feature, with construction pending on project implementation.

Because a combined water system is to be used in serving the project's water needs, Sensus Compact FireLine Meters shall be utilized per City requirements. An 8-inch meter capable of handling 3,500 gpm shall be implemented at each connection to remain in accordance with City standards. Each meter shall be followed by an approved 10-inch reduced pressure principle backflow preventer. This private combined water system will adequately serve the proposed commercial center which will supply the necessary domestic and irrigation demands, as well as the required fire flow.

Individual pressure regulators will be implemented at each individual unit to ensure that service pressures are limited to 80 psi in accordance with the Uniform Building Code and City of Oceanside standards.

Water Supply. Normal water demands for the proposed project site were estimated by the City's 2006 Water System Master Plan (WSMP) and 2005 Urban Water Management Plan (UWMP) at 146 acre feet per year. That estimate, however, was determined using the gross commercial land area. Analyzing building area specific to Community Commercial land use is a more accurate means of projecting water demand as it takes into account mixed use of land such as restaurant, office, and retail space, where each has different water demands specific to its commercial usage. Under these specific conditions, a unit water demand used by other local water agencies projects a water demand of 200 to 225 gallons per day per 1,000 square feet of building space (gpd/ksf). Using the higher estimate of 225 gpd/ksf, the interior water demand for the proposed Pavilion at Oceanside is projected at 279 acre feet per year. This increased demand was used to analyze water supply availability and sufficiency for the proposed Pavilion at Oceanside.

The City's Water Capital Improvement Plan includes water facility expansion and rehabilitation projects geared toward the increase and improvement of the City's water supply. The expansion of two of the City's existing water supply sources are as follows: (1) the Weese Filtration Plant is planned to increase in capacity from 28,000 acre feet per year to 45,000 or possibly more acre feet

Impact Significance Criteria - Public Services

Impacts would be considered significant if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services (e.g., fire or police protection, schools, parks, or other public facilities).

Significance of Impact

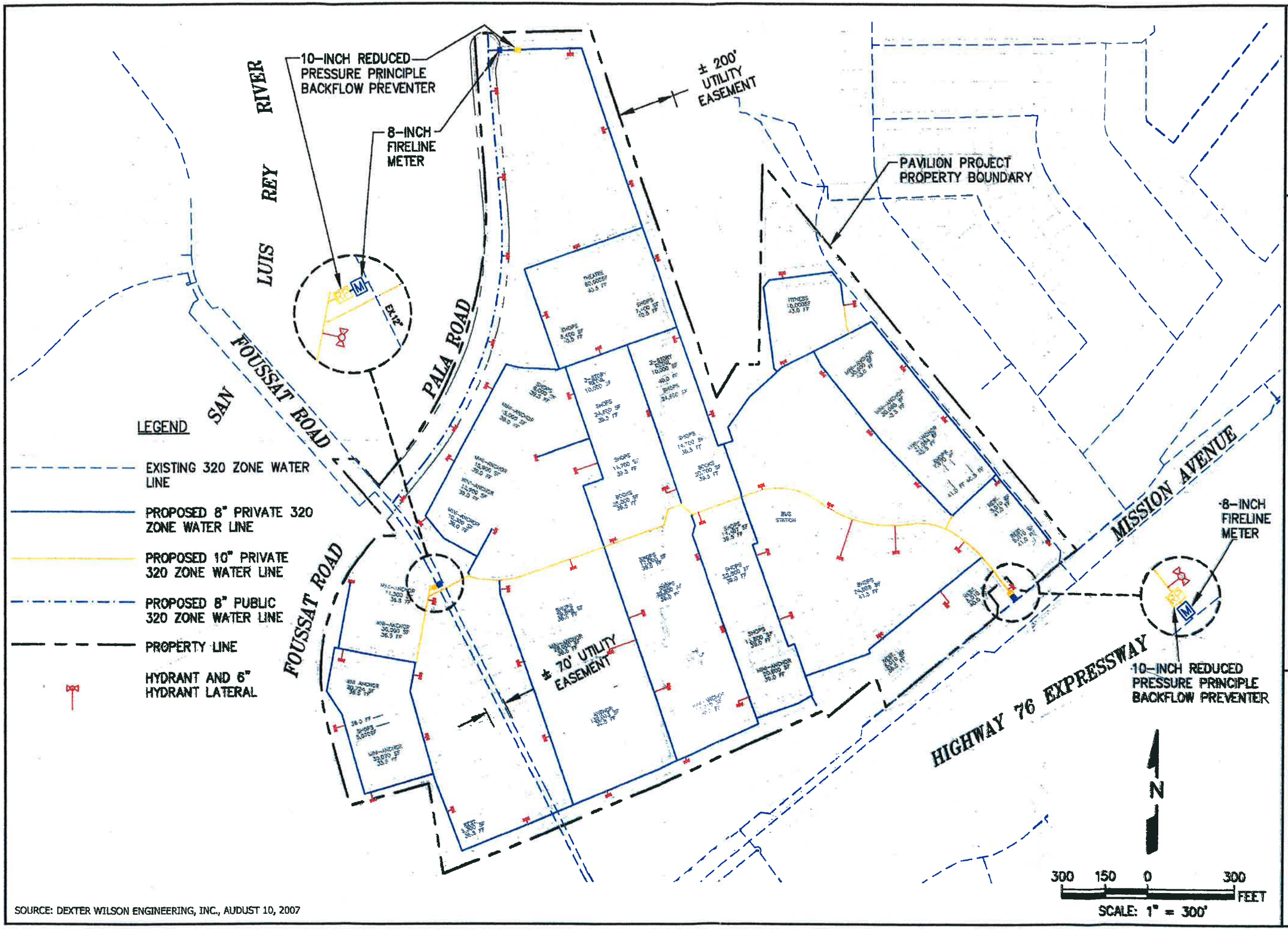
Police Services, Fire Protection and Emergency Medical Services, Water Service, Water Supply, Wastewater Collection, Schools, Recreation, and Library Service. No substantial adverse physical impacts associated with the provision of new or physically altered public facilities would occur due to project implementation. Nor does the project require new or physically altered facilities to maintain acceptable service ratios, response times, or other performance objectives for any of the previously discussed public services. Thus, no associated significant environmental impacts would occur with project development.

Mitigation

Police Services, Fire Protection and Emergency Medical Services, Water Service, Water Supply, Wastewater Collection, Schools, Recreation, and Library Service. As no significant impacts are anticipated to any public services, no mitigation is required.

FIGURE IV.J-1

PROPOSED WATER SYSTEM LAYOUT



SOURCE: DEXTER WILSON ENGINEERING, INC., AUDUST 10, 2007

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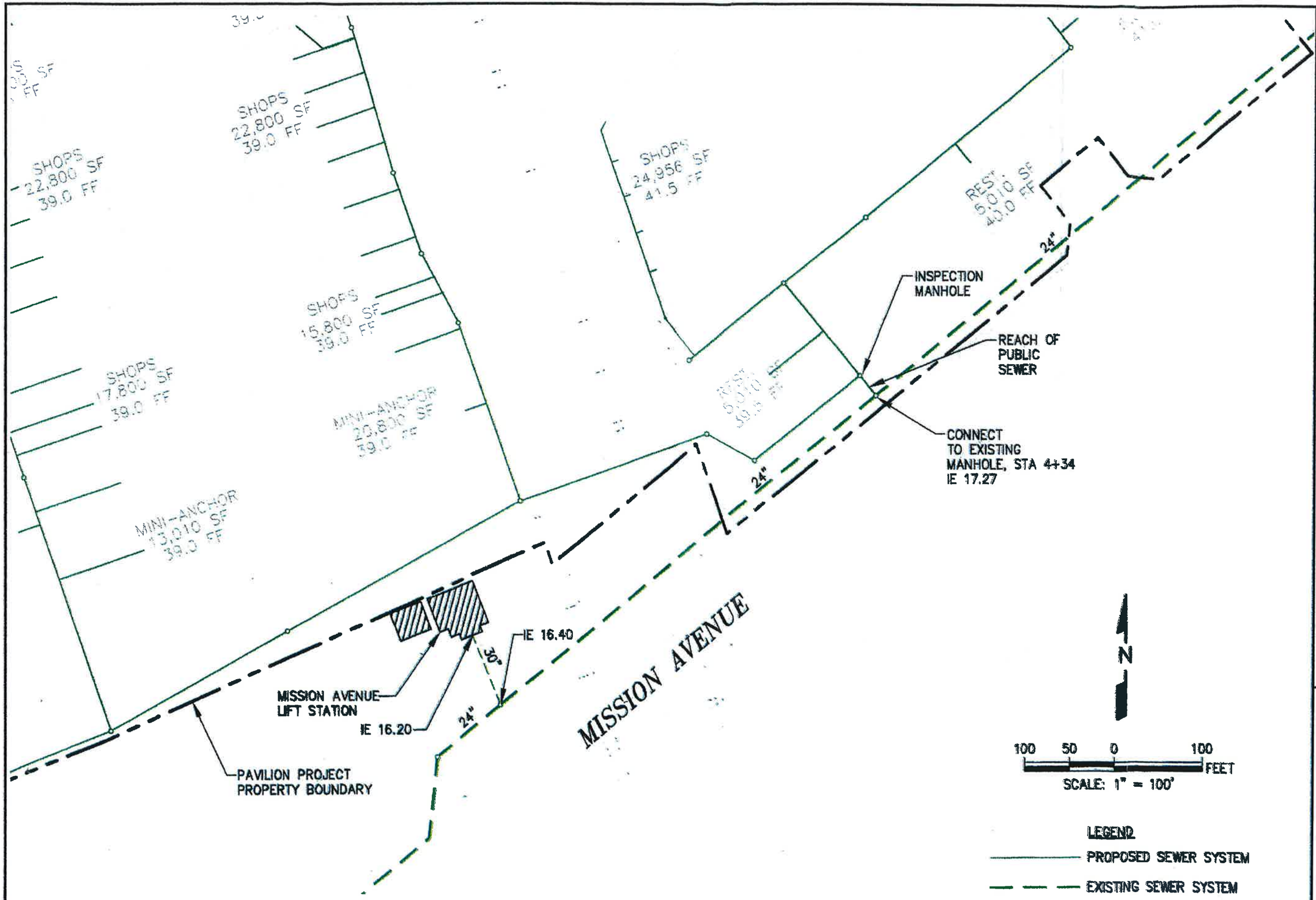
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019



SOURCE: DEXTER WILSON ENGINEERING, INC., AUGUST 10, 2007

FIGURE IV.J-2

PROPOSED SEWER SYSTEM LAYOUT AND CONNECTION

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El Cajon, CA 92019

K. TRANSPORTATION/TRAFFIC

RBF Consulting has prepared a traffic impact analysis for the project (RBF, 2008a). This EIR section is based on information in that analysis, which is included as Appendix I to the EIR. The RBF study is extensive, analyzing 62 roadway segments and 35 intersections. This EIR section has focused on the roadway segments and intersections that presently have or are projected to have significant impacts to traffic flow. The volume of supporting calculations for the RBF study is available for review at the City's Planning Division during normal business hours.

The project will require the import of approximately 459,000 cubic yards of material. RBF Consulting has also prepared a traffic impact analysis of the trucking activity associated with this import (RBF, 2008b). This EIR section is based on information in that analysis, which is also included in Appendix I.

Existing Conditions

Roadways and intersections analyzed are shown in Figure IV.K-1. State Route (SR) 76 is an east-west major expressway running south of the project. It is generally a four-lane roadway in the vicinity of the project. It widens to five lanes with a westbound acceleration lane at its intersection with Foussat Road; Foussat Road provides project access. SR 76 is a part of the Regional Arterial System as defined by the SANDAG Congestion Management Program.

Mission Avenue is an east-west major roadway running south of the project and SR 76. There will be project access off Mission Avenue.

Foussat Road is a north-south road. It is classified as secondary arterial roadway from Mission Avenue to north of SR 76, and as a collector roadway south of Mission Avenue. Foussat Road has five lanes in the vicinity of SR 76, narrowing to two lanes north of SR 76. There will be project access off Foussat Road.

El Camino Real is a north-south road, and classified as a four-lane major roadway in the area of the project. El Camino Real is a part of the Regional Arterial System as defined by the SANDAG Congestion Management Program.

Los Arbolitos Boulevard is a two-lane collector that connects El Camino Real, Douglas Drive, and Pala Road.

Pala Road currently is an east-west road between Douglas Drive and Los Arbolitos Boulevard, and is classified as a secondary arterial. The City of Oceanside's General Plan Circulation Element identifies the ultimate extension of Pala Road southward from its current terminus at Los Arbolitos Boulevard along the river to connect to Foussat Road, a length of approximately 5000 linear feet of which approximately 1500 linear feet abuts the project.

The project area is currently served by four North County Transit District (NCTD) routes:

- Route 303 runs along Mission Avenue connecting the Vista Transit Center and Oceanside Transit Center.

- Route 315 runs along Mission Avenue and Vandergrift Street connecting the Oceanside Transit Center with Camp Pendleton.

- Route 403 provides service to Martin Luther King Middle School and El Camino High School. This transit line serves the local communities along North River Road, Douglas Drive, and Los Arbolitos Boulevard. Service is provided on school days only.

- Route 419 provides service between Oceanside and South Carlsbad Business Parks. The transit route generally follows El Camino Real to Palomar Airport Road; service is provided Monday through Friday.

Roadway Segments

Level of Service (LOS) is a measure of performance, and for street segments it is based on density – the number of cars per mile per lane. Although speed is a major indicator of service quality to drivers, freedom to maneuver and proximity to other vehicles are equally noticeable concerns, and these are related to density (Highway Capacity Manual, 1997). Level-of-Service is determined with specific calculations (Appendix B; Highway Capacity Manual, 1997). The following descriptions give a general feel for the different LOS designations for road segments:

LOS A describes free-flow operations, with vehicles largely unimpeded in their ability to maneuver, and the effects of incidents or breakdowns are easily absorbed.

LOS B has reasonably free-flow operations, with only slightly restricted maneuvering. Effects of minor incidents and breakdowns are still easily absorbed.

LOS C has flow with speeds at or near the free-flow point, with maneuverability noticeably restricted. Minor incidents can still be absorbed, but a lessening of service will occur. Backups would be expected behind any significant blockage.

LOS D is the level at which speeds begin to decline slightly with increasing traffic flow, and freedom to maneuver is more noticeably limited. Even minor incidents will cause backups because there is little space to absorb disruptions.

LOS E at its highest densities represents a street segment operating at capacity. There is little room to maneuver, with any disruption (vehicles entering the roadway, vehicles changing lanes) resulting in effects throughout the entire traffic flow. Any incident can cause extensive backups.

LOS F describes breakdowns in flow, with backups forming behind breakdown points. These breakdown points include traffic incidents, congestion areas, and locations where the peak-hour flow rate exceeds the estimated capacity.

Per the City of Oceanside, roadway segments are analyzed in a two-tier process. The initial analysis compares the daily traffic volume to that segment's LOS C capacity threshold. If the LOS level is unacceptable, the segment is analyzed for the morning and afternoon peak hours of traffic, using the Highway Capacity Manual (HCM) arterial analysis methodology. This HCM methodology is considered to give more accurate LOS results than does the initial comparison.

Intersections

Intersections were analyzed with the applicable HCM methodology. In the HCM methodology, Level of Service (LOS) is determined on the basis of average delay at the intersections. Six LOS categories are defined for signalized intersections:

LOS A – control delay of 10 seconds or less
LOS B – control delay of between 10 and 20 seconds
LOS C – control delay of between 20 and 35 seconds
LOS D – control delay of between 35 and 55 seconds
LOS E – control delay of between 55 and 80 seconds
LOS F – control delay of greater than 80 seconds

The six LOS categories are also defined for unsignalized intersections:

LOS A – control delay of 10 seconds or less
LOS B – control delay of between 10 and 15 seconds
LOS C – control delay of between 15 and 25 seconds
LOS D – control delay of between 25 and 35 seconds
LOS E – control delay of between 35 and 50 seconds
LOS F – control delay of greater than 50 seconds

Impact

The Pavilion at Oceanside is projected to generate 32,175 trips on a daily basis. The am peak hour is projected at 1254 trips, and the pm peak hour is projected at 2872 trips. The traffic impact analysis is based on the proposed project development, and the circulation and access improvements associated with the project as described in Section III. To summarize, the project will complete street improvements for roadways adjacent to the project site, including frontage improvements on Mission Avenue; buildout of North Foussat Road between Mission Avenue and the Pala Road/bridge intersection, to include full street width, curb, gutter and sidewalk on both sides, as well as necessary turn lanes; and full street width for Pala Road adjacent to the project frontage, from the North Foussat /Bridge intersection along the levee to a cul-de-sac at the edge of the property, and adjacent to Park Pond. Signalized intersections are planned at the North Foussat/Bridge/Pala Road intersection, North Foussat/Alex intersection, in addition to the existing Mission Avenue signal.

A total of eight scenarios were analyzed in the RBF Traffic Report (Appendix I):

- Existing Traffic Conditions

- Existing Traffic Conditions plus the Project
- Existing Plus Cumulative Conditions without the Project
- Existing Plus Cumulative Conditions with the Project
- Horizon Year 2020 Traffic Conditions without the Project and without the Off-site Pala Road extension
- Horizon Year 2020 Traffic Conditions with the Project and without the Off-site Pala Road extension
- Horizon Year 2020 Traffic Conditions without the Project and with the Off-site Pala Road extension
- Horizon Year 2020 Traffic Conditions with the Project and with the Off-site Pala Road extension

The first six of these scenarios are examined in this EIR section. Scenarios 7 and 8 include the Off-site Pala Road extension, and are discussed in Section VI of this EIR, under the Off-site Pala Road extension Alternative. Horizon Year scenarios assume buildout of the Circulation Element roadways, so all Horizon Year scenarios would normally include the Off-site Pala Road extension. In this EIR the proposed project does not include the Off-site Pala Road extension, while one of the Alternatives does include the Off-site Pala Road extension, so inclusion of scenarios without the Off-site Pala Road extension was necessary.

Existing Traffic Conditions. Analysis of daily volumes found that the following roadway segments are not operating at an acceptable level of service (Table IV.K-1):

- Mission Avenue between I-5 SB and NB ramps (LOS D)
- N. Douglas Drive between N. River Road and Pala Road (LOS D)
- N. Douglas Drive between Pala Road and El Camino Real (LOS D)

SR 76 is a Caltrans facility and is designated a CMP (Congestion Management Plan) System Roadway. Caltrans has designated the acceptable operating condition between I-5 and Douglas Drive as LOS F. Caltrans has designated the acceptable operating condition on SR 76 between Douglas Drive and Melrose Drive as LOS E.

All intersections operated at LOS D or better in both peak hours except for SR 76/Rancho del Oro, which operates at LOS E in the am peak hour and LOS F in the pm peak hour (Table IV.K-2).

Existing Traffic Conditions plus the Project. Analysis found four City of Oceanside street segments that would not operate at LOS C or better:

- Mission Avenue between Foussat Road and El Camino Real (LOS E)
- Mission Avenue between I-5 Ramps (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS D)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)

All intersections would operate at LOS D or better in both peak hours except for SR 76/Rancho del Oro, as noted under Existing Conditions.

Existing Plus Cumulative Conditions without the Project. Approved and pending projects in the vicinity of the Pavilion at Oceanside are estimated to generate 98,920 daily trips, with 11,281 during the morning

peak hour and 12,593 trips during the afternoon peak hour. Overall cumulative impacts of the project are summarized here and discussed in detail in Appendix I. Analysis found five street segments that did not operate at LOS C or better (Table IV.K-1):

- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- Mission Avenue between the I-5 ramps (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS D)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)
- Oceanside Boulevard west of El Camino Real (LOS D)

Two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project (Table IV.K-2):

- SR 76/Rancho del Oro Drive in both peak hours (LOS F)
- SR 76/ College Boulevard in the pm peak hour (LOS E)

Existing Plus Cumulative Conditions with the Project. Analysis projected six street segments would not operate at LOS C or better due to the additional traffic of the Pavilion at Oceanside (Table IV.K-1:

- Mission Avenue between the I-5 Ramps (LOS D)
- Mission Avenue between Foussat Road and El Camino Real (LOS E)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)

As noted above, two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project:

- SR 76/Rancho del Oro Drive in both peak hours (LOS F)
- SR 76/ College Boulevard in the pm peak hour (LOS E)

Horizon Year 2020 Traffic System Conditions. The Horizon Year 2020 analysis, assumes the build-out of the City of Oceanside circulation and land use elements based on the current General Plan, which includes the following roadway segment and intersection changes within the project study area:

- SR 76 would be improved to a six-lane expressway between I-5 and Melrose Drive

- All intersections with SR 76 between I-5 and North Santa Fe Road would have three through lanes in each direction on SR 76

- At the El Camino Real/Oceanside Boulevard intersection, the south leg of El Camino Real would be widened to include three northbound through lanes

In order to assess the impacts associated with the project absent the off-site Pala Road extension, the traffic study evaluated the project-related impacts for Horizon Year 2020 excluding this link. The analysis of

traffic conditions with the off-site Pala Road extension in place is included and discussed in Appendix I, and in Section VI of this EIR, under the Off-site Pala Road extension Alternative.

It should be noted, that Caltrans currently does not have plans to widen SR 76 to six lanes per the 2007 Regional Transportation Plan (RTP) update. The widening of SR 76 to six lanes is shown under the unfunded "Unconstrained" scenario in the RTP. SR 76 was previously planned to be widened and is acknowledged as such in the City of Oceanside Circulation Element. The of Oceanside endeavors to request that SR 76 be improved to six lanes during the next RTP update.

Horizon Year 2020 Traffic Conditions without the Project and without the off-site Pala Road extension. The following seven City of Oceanside roadway segments are projected to operate at less than LOS C (Table IV.K-3):

- Mission Avenue west of the I-5 ramps (LOS D)
- Mission Avenue between the I-5 ramps (LOS E)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)

Three intersections would operate at unacceptable levels (Table IV.K-4):

- Mesa Drive/El Camino Real, pm peak hour (LOS E)
- Oceanside Boulevard/El Camino Real, pm peak hour (LOS E)
- SR 76/College Boulevard, pm peak hour (LOS E)

Horizon Year 2020 Traffic Conditions with the Project and without the off-site Pala Road extension. The same seven roadway segments noted above for Horizon Year 2020 without the project are also projected to operate at less than LOS C (Table IV.K-3):

- Mission Avenue west of the I-5 ramps (LOS D)
- Mission Avenue between the I-5 ramps (LOS E)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS E)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)

An additional two roadway segments would be impacted with the addition of the project:

- Mission Avenue between Foussat Road to El Camino Real (LOS F)
- El Camino Real between Los Arbolitos and Mission Avenue (LOS D)

In addition to the three intersections noted above, the Pala Road/Douglas Drive intersection is projected to operate at LOS E in the am peak hour.

Caltrans Operational Analysis.

Caltrans requires an Intersection Lane Volume (ILV) analysis be done for all state-owned facilities that may be impacted by a proposed project. All signalized intersections along the SR 76 corridor were so analyzed (Appendix I). Three thresholds are used:

- Less than 1200 ILV/hour. "Stable" – Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free midblock operations.

- 1200 to 1500 ILV/hour. "Unstable" – Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs on some approaches.

- Greater than 1500 ILV/hour. "Capacity" – Stop-and-go operations with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Results for the short-term show that intersections along SR 76 from Canyon Drive to North Santa Fe Avenue are operating at capacity. Horizon Year 2020 analysis assumed SR-76 is improved to a six-lane expressway between I-5 and Melrose Drive, and forecast four intersections would operate at capacity:

- SR 76/ Douglas Drive
- SR 76/ Rancho del Oro Drive
- SR 76/ College Boulevard
- SR 76/ North Santa Fe Avenue

Fill Haul Route Analysis

Approximately 459,000 cubic yards of material would be moved by truck to the project. One potential source of material is El Corazon. This future park site is located north-to-south between Mesa Drive and Oceanside Boulevard, and east-to-west between Rancho del Oro Drive and El Camino Real. To minimize the number of left turns and reduce the impact to traffic, separate routes for inbound and outbound trucks are recommended (Appendix I).

- Full Trucks: South on Rancho del Oro Drive from El Corazon; west on Oceanside Boulevard; north on El Camino Real; west onto Mission Avenue to turn right into project site (Figure IV.K-1).

- Empty Trucks: East on Mission Avenue; south on El Camino Real; east on Mesa Drive, south on Rancho del Oro Drive into El Corazon.

Truck activity is assumed to occur between 8:30 am and 3:30 pm, with 353 to 522 trucks per day (706 to 1044 round-trips). Trucks are considered to have a more significant effect on roadways than do cars. As such, a passenger-car-equivalency (PCE) of 3.0 was used – all truck trips were multiplied by a factor of three to generate numbers to be used in analyses. A time-frame estimate

of 65 working days over a three-month period was used.

Three analysis scenarios were done: Existing Conditions, Existing plus Project Conditions, and Short-term Cumulative Conditions. Five roadway segments were analyzed:

- Mission Avenue between the project (Project Access "C") and El Camino Real
- El Camino Real between Mission Avenue and Mesa Drive
- El Camino Real between Mesa Drive and Oceanside Boulevard
- Mesa Drive between El Camino Real and Rancho del Oro Drive
- Oceanside Boulevard between El Camino Real and Rancho del Oro Drive

Six intersections were analyzed:

- Mission Avenue / Project Access "C"
- Mission Avenue / El Camino Real
- El Camino Real / Mesa Drive
- El Camino Real /Oceanside Boulevard
- Rancho del Oro Drive / Mesa Drive
- Rancho del Oro Drive / Oceanside Boulevard

The roadway segments and intersections were analyzed with the assumption that all 459,000 cubic yards of material would come from El Corazon:

Roadway Segments. All roadway segments operate at acceptable levels under existing conditions. All roadways segments are projected to operate at acceptable levels with the addition of the fill trucks except the segment El Camino Real between Mesa Drive and Oceanside Boulevard, where the LOS is projected to be reduced from LOS C to LOS D. Under the Short-Term Cumulative scenario, this segment operates at LOS D with or without this truck traffic.

Intersections. All intersections are forecast to operate at acceptable levels of service during the am peak. It is anticipated that all truck traffic will end prior to the pm peak.

Some material may come from sources other than El Corazon. Trucks carrying this material would most likely travel on SR-76, turning onto the project site at Foussat Road. The SR-76/ Foussat Road intersection was analyzed above for project traffic under all scenarios, and no significant impacts were identified. As the volume of trips forecast for the project is greater than the volume of these trucks, the intersection would be expected to operate at acceptable levels of service with this potential truck traffic. Additionally, any material received from a different source would reduce the amount needed from El Corazon, and thereby reduce the number of truck trips from El Corazon and any impacts from that truck traffic.

Impact Significance Criteria - Transportation/Traffic

Intersection and Street Operations. The proposed development has the potential to impact intersections and street segments that are located within the City of Oceanside. Therefore, based on the City's circulation policy:

- Impacts at ***signalized and unsignalized intersections*** would be determined significant if the addition of "development" traffic caused a decrease in the peak hour LOS to worse than LOS D (LOS E or LOS F). The impact is not considered significant if the increase in average delay is less than 2.0 seconds.

- Impacts on the daily ***street segments*** would initially be considered significant if the addition of the "development" traffic caused a decrease in the daily LOS to worse than LOS C (LOS D, E, or F) or if the existing daily LOS is worse than LOS C. The impact is not considered significant if the increase in the volume/capacity ratio caused by the project is less than 0.02.

  As discussed in Appendix I, Caltrans has designated the acceptable operating condition of SR 76 between I-5 and Douglas Drive as LOS F. Caltrans has designated the acceptable operating condition of SR 76 between Douglas Drive and Melrose Drive as LOS E.

  For any proposed development project that affects a street segment that operates at, or is projected to operate at, less than LOS C, that project is required to develop creative measures to improve operational capacity. Creative measures are developed for roadway segments where widening to meet daily traffic volumes is not a reasonable or recommended improvement; this generally occurs with abutting development or environmental constraints precluding acquisition of right-of-way. Creative measures are developed using traffic engineering methods to improve traffic flow. A consensus among traffic engineers can be reached that a particular creative measure will improve traffic, but it is generally not possible to quantify that improvement. The City's Circulation Element notes "Where various and creative measures to the problem have been prepared and will be implemented, yet are not sufficient to fully mitigate traffic impacts, then LOS D during peak hour periods is considered acceptable."

Significance of Impact

Table IV.K-5 lists roadway segments forecast to operate at unacceptable LOS for Horizon Year 2020 without the Pala Road extension. The following roadway segments are forecast to be significantly impacted by this project:

- Mission Avenue between Foussat Road and El Camino Real (Direct Impact)
- El Camino Real between Los Arbolitos Boulevard and Mission Avenue (Indirect Impact)
- North Douglas Drive between North River Road and Pala Road (Indirect Impact)
- North Douglas Drive between Pala Road and El Camino Real (Indirect Impact)

Table IV.K-6 lists intersections forecast to operate at unacceptable LOS for Horizon Year 2020. The following intersections are forecast to be significantly impacted by this project:

- Pala Road/ North Douglas Drive (Direct Impact)

- SR 76 / Rancho del Oro Drive (Indirect Impact)

For the import of fill, the roadway segment El Camino Real between Mesa Drive and Oceanside Boulevard is forecast to operate deficiently with the addition of the truck traffic. Under the

cumulative scenario, this segment is projected to operate deficiently with or without the truck traffic moving material for the Pavilion at Oceanside.

Mitigation

Impacts caused by a project (direct impacts) are to be mitigated by that project. Impacts caused by a project and other projects (indirect/cumulative impacts) are mitigated by each project paying its proportional share (fair share).

Roadway Segments

- Mission Avenue between Foussat Road and El Camino Real (project frontage). The project will install dedicated right turn lane westbound and dual eastbound left turn lanes at the project access road to improve flow along Mission Avenue.

- El Camino Real between Los Arbolitos Boulevard and Mission Avenue. The project will contribute its Fair Share costs for the installation of a second northbound left turn lane from El Camino Real onto Los Arbolitos Boulevard, to improve northbound traffic flow on El Camino Real.

- North Douglas Drive between North River Road and Pala Road. There are significant unavoidable impacts due to right-of-way limitations associated with the existing bridge across the San Luis Rey River within this roadway segment; this is identified in the Circulation Element.

- North Douglas Drive between Pala Road and El Camino Real. The City of Oceanside's General Plan Land Use Element has noted acceptable LOS could be obtained by constructing this roadway segment as a six-lane major arterial, but due to right-of-way constraints only a four-lane major arterial can be accommodated. The segment can be improved by installation of dual northbound left turn lanes at Pala Road to improve flow on Douglas Drive will be done by the project. This improvement is also needed to mitigate project intersection impacts, and thus the project will construct this improvement.

  These creative measures will improve traffic flow on these segments. As noted in the Impact Significance Criteria, improvements resulting from creative measures generally cannot be quantified. At this time, the widening of SR 76 is planned by Caltrans, and that widening is assumed as being in place for analytic purposes, but funding and commencement dates

  have not been established. A summary of the roadway segment mitigation measures is included in Table IV.K-5.

Intersections

- SR 76/ Rancho del Oro Drive. Widening of SR 76 to six lanes would mitigate this impact. It is not known when the widening will occur. If interim measures are needed, the project will contribute its Fair Share costs for restriping the northbound approach to provide an exclusive right turn lane and right turn overlap phase, which would improve LOS to D.

- Pala Road/ North Douglas Drive. The project will modify the traffic signal and phasing to include an eastbound right-turn overlap from Pala Road onto North Douglas Drive. The project will install dual northbound left-turn lanes at Pala Road to improve traffic flow on North Douglas Drive. These measures will improve LOS to C.

A summary of these mitigation measures is included in Table IV.K-6.

Fill Haul Route Analysis

The import of fill portion of the project is of short duration, but the additional truck traffic will result in a deficient level of service on the segment of El Camino Real between Mesa Drive and Oceanside Boulevard. The Short-term Cumulative analysis found the segment would operate at a deficient level with or without this truck traffic. The City of Oceanside has planned roadway improvements for segments of El Camino Real, which are expected to be completed in 2008. The City has directed this project be responsible for videotaping roadway conditions prior to and after truck activities are completed. Project truck drivers will maintain daily logs of roadway conditions and report damages greater than normal wear and tear of the roadways. Roadway damage directly caused by the project's truck hauling activities will be the responsibility of the project applicant. Since El Camino Real is designated by the City as a truck route, normal wear and tear and damages unrelated to project traffic will not be the responsibility of the project applicant.

The length of time of impact could be lessened by extending the daily work time to eight hours (7:30 am - 3:30 pm) and by extending the work week to include Saturday (Appendix I). This would result in a total duration of approximately 44 working days over an approximately six-week period. All queuing and stacking of haul trucks will be managed on-site, at both the project site and El Corazon, to minimize impacts on public roads. This may require an extension of the driveways and stacking areas.

Impacts Not Mitigated to below a Level of Significance.

The segment of North Douglas Drive between North River Road and Pala Road shows significant impacts to traffic flow due to the constraints of the bridge over the San Luis Rey River, included in this roadway segment.

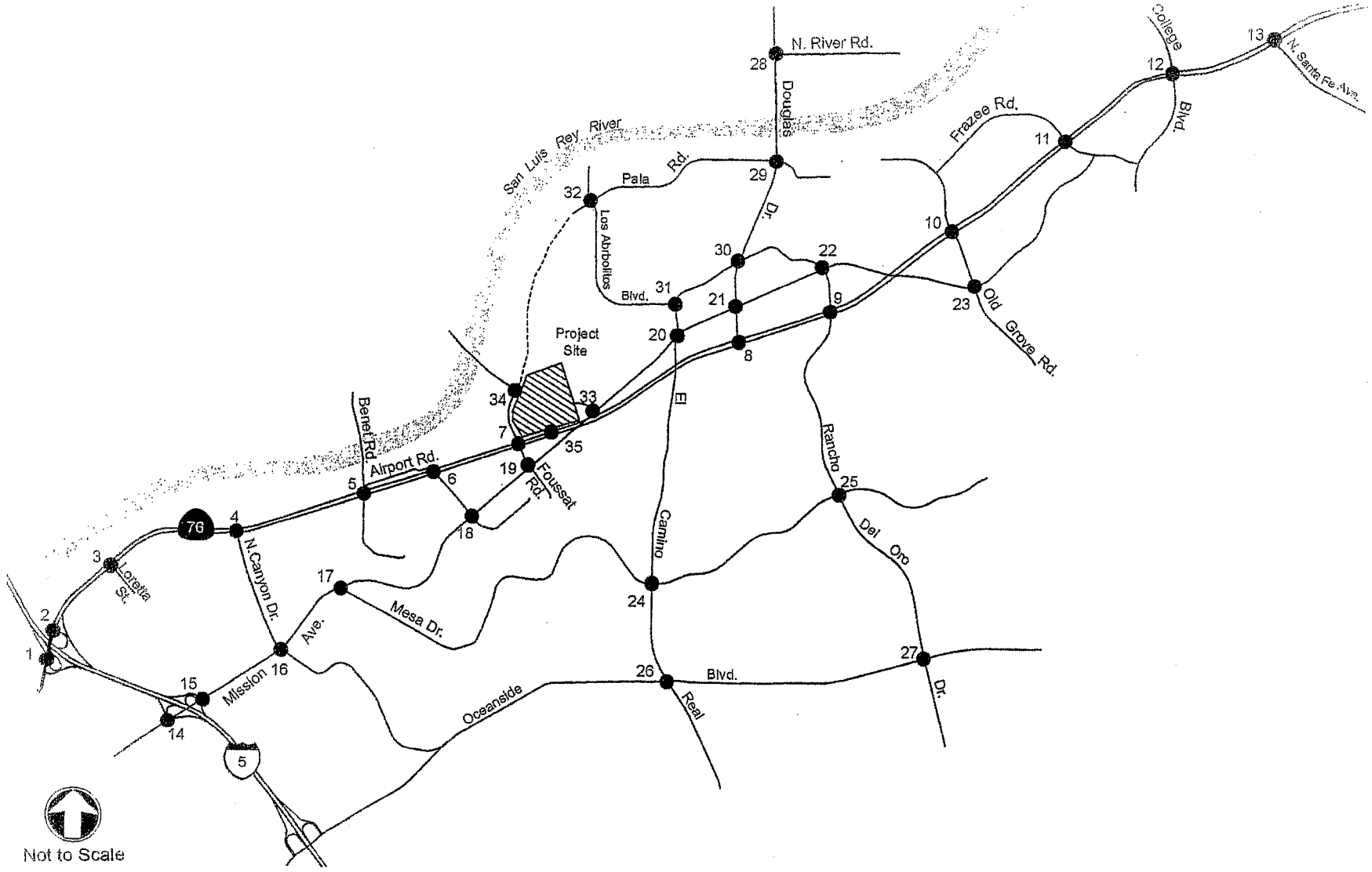
The impact of the trucks hauling material on the roadway segment of El Camino Real between Mesa Drive and Oceanside Boulevard would be a short-term impact that is not mitigated to below a level of significance.

Mitigation Implementation and Monitoring

Traffic mitigation measures shall be reviewed and approved by the Engineering Department and the Planning Department, and shall be made conditions of approval of the Tentative Map. Traffic mitigation measures shall be implemented prior to issuance of final occupancy permits, or per an alternative schedule as approved by the City Engineer.

Improvements that are the sole responsibility of this project, and improvements that are a shared responsibility are noted in the above discussion and tables on mitigation.

Monitoring of specific mitigation measures would occur via Plan Check and site investigation by City Staff.



SOURCE: RBF, 2007

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AREA OF TRAFFIC ANALYSIS**	**FIGURE IV.K-1**

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Table IV.K-1

Summary of Short Term Intersection Operating Conditions

		Existing				Existing + Project				Project Related Change in Delay		Existing + Cumulative				Existing + Cum. + Proj.				Project Related Change in Delay	
		AM		PM		AM		PM				AM		PM		AM		PM			
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	A.M.	P.M.	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
1	SR-76/I-5 SB Ramps	14.1	B	18.3	B	14.3	B	18.3	B	0.2	0.0	15.2	B	18.3	B	15.4	B	18.3	B	0.2	0.0
2	SR-76/I-5 NB Ramps	11.0	B	15.4	B	11.2	B	15.5	B	0.2	0.1	13.1	B	18.4	B	13.3	B	18.7	B	0.2	0.3
3	SR-76/Loretta St.	4.2	A	5.5	A	4.6	A	7.0	A	0.4	1.5	5.4	A	8.3	A	5.8	A	10.9	B	0.4	2.6
4	SR-76/N. Canyon Dr.	6.8	A	15.2	B	7.3	A	20.9	C	0.5	5.7	8.1	A	23.1	C	8.7	A	33.2	C	0.6	10.1
5	SR-76/Benet Rd.	35.1	D	22.3	C	36.3	D	24.1	C	1.2	1.8	48.3	D	29.8	C	49.9	D	34.7	C	1.6	4.9
6	SR-76/Airport Rd.	25.7	C	16.2	B	28.1	C	22.8	C	2.4	6.6	39.0	D	25.5	C	42.0	D	37.1	D	3.0	11.6
7	SR-76/Foussat Rd.	16.6	B	20.4	C	24.8	C	34.1	C	8.2	13.7	16.7	B	20.7	C	24.8	C	34.5	C	8.1	13.8
8	SR-76/N. Douglas Dr.	26.4	C	20.6	C	31.0	C	23.2	C	4.6	2.6	45.9	D	25.1	C	54.3	D	30.6	C	8.4	5.5
9	SR-76/Rancho Del Oro Dr.	**67.8**	**E**	**130.2**	**F**	**74.1**	**E**	**137.2**	**F**	**6.3**	**7.0**	**85.8**	**F**	**133.8**	**F**	**91.8**	**F**	**141.3**	**F**	**6.0**	**7.5**
10	SR-76/Old Grove Rd.	26.0	C	18.7	B	27.2	C	19.9	B	1.2	1.2	28.5	C	24.4	C	30.6	C	25.8	C	2.1	1.4
11	SR-76/Frazee Rd.	19.7	B	20.4	C	19.6	B	20.6	C	-0.1	0.2	21.2	C	21.8	C	21.2	C	22.1	C	0.0	0.3
12	SR-76/College Blvd.	47.0	D	48.1	D	47.1	D	48.4	D	0.1	0.3	53.4	D	**74.6**	**E**	53.7	D	**76.1**	**E**	0.3	1.5
13	SR-76/N. Santa Fe Ave.	23.1	C	25.3	C	23.1	C	25.5	C	0.0	0.2	31.0	C	39.0	D	31.3	C	40.8	D	0.3	1.8
14	Mission Ave./I-5 SB Ramps	22.5	C	16.8	B	22.6	C	17.1	B	0.1	0.3	22.5	C	18.5	B	22.7	C	18.9	B	0.2	0.4
15	Mission Ave./I-5 NB Ramps	16.6	C	13.4	B	16.8	C	13.9	B	0.2	0.5	18.4	C	15.6	C	18.6	C	16.2	C	0.2	0.6
16	Mission Ave./N. Canyon Dr.	24.1	C	27.6	C	24.0	C	27.5	C	-0.1	-0.1	22.7	C	26.4	C	22.6	C	26.6	C	-0.1	0.2
17	Mission Ave./Mesa Dr.	20.3	C	12.8	B	19.9	B	11.8	B	-0.4	-1.0	20.3	C	13.3	B	20.0	B	12.6	B	-0.3	-0.7
18	Mission Ave./Airport Rd.	15.4	B	16.2	B	14.9	B	15.4	B	-0.5	-0.8	15.8	B	16.3	B	15.4	B	16.1	B	-0.4	-0.2
19	Mission Ave./Foussat Rd.	17.9	B	21.4	C	21.2	C	29.2	C	3.3	7.8	16.1	B	20.7	C	19.6	B	29.8	C	3.5	9.1
20	Mission Ave./El Camino Real	27.7	C	31.3	C	28.9	C	32.7	C	1.2	1.4	28.6	C	32.6	C	29.6	C	34.5	C	1.0	1.9
21	Mission Ave./N. Douglas Dr.	28.8	C	32.3	C	29.9	C	34.7	C	1.1	2.4	30.8	C	34.4	C	32.2	C	38.8	D	1.4	4.4
22	Mission Ave./Rancho Del Oro Dr.	24.2	C	21.8	C	24.1	C	22.0	C	-0.1	0.2	24.8	C	23.8	C	24.7	C	24.1	C	-0.1	0.3
23	Mission Ave./Old Grove Rd.	29.3	C	29.5	C	29.4	C	29.5	C	0.1	0.0	27.4	C	28.0	C	27.5	C	27.8	C	0.1	-0.2
24	Mesa Dr./El Camino Real	30.1	C	25.7	C	30.1	C	25.7	C	0.0	0.0	33.6	C	29.5	C	33.6	C	29.6	C	0.0	0.1
25	Mesa Dr./Rancho Del Oro Dr.	25.1	C	26.5	C	25.2	C	26.6	C	0.1	0.1	31.0	C	33.1	C	31.2	C	33.3	C	0.2	0.2
26	Oceanside Blvd./El Camino Real	37.1	D	39.8	D	37.1	D	40.0	D	0.0	0.2	41.2	D	48.8	D	41.3	D	49.8	D	0.1	1.0
27	Oceanside Blvd./Rancho Del Oro Dr.	24.0	C	23.6	C	24.1	C	23.8	C	0.1	0.2	28.5	C	34.2	C	28.6	C	34.7	C	0.1	0.5
28	N. River Rd./N. Douglas Dr.	31.7	C	25.1	C	31.8	C	25.6	C	0.1	0.5	33.4	C	26.4	C	33.8	C	27.2	C	0.4	0.8
29	Pala Rd./N. Douglas Dr.	13.9	B	12.4	B	15.3	B	14.0	B	1.4	1.6	14.9	B	13.1	B	16.5	B	15.1	B	1.6	2.0
30	El Camino Real/N. Douglas Dr.	19.2	B	29.5	C	20.1	C	32.0	C	0.9	2.5	24.4	C	33.7	C	26.4	C	38.6	D	2.0	4.9
31	Los Arbolitos Blvd./El Camino Real	14.0	B	17.8	B	16.9	B	21.9	C	2.9	4.1	14.0	B	17.7	B	16.8	B	21.8	C	2.8	4.1
32	Pala Rd./Los Arbolitos Blvd. [2]	10.5	B	10.2	B	10.5	B	10.2	B	0.0	0.0	10.7	B	10.3	B	10.7	B	10.3	B	0.0	0.0
33	Foussat/Project Access B	0.1	A	0.1	A	6.8	A	12.3	B	6.7	12.2	0.1	A	0.1	A	6.5	A	12.1	B	6.4	12.0
34	Project Access A/Foussat	14.2	B	14.9	B	22.0	C	29.7	C	7.8	14.8	13.6	B	14.8	B	22.7	C	28.0	C	9.1	13.2
35	Mission Avenue/Project Access	0.1	A	0.1	A	6.3	A	12.4	B	6.2	12.3	0.1	A	0.1	A	5.8	A	12.0	B	5.7	11.9
36	SR-76/Melrose Dr.	20.1	C	13.8	B	20.1	C	13.1	B	0.00	0.00	21.7	C	13.6	B	21.7	C	13.6	B	0.00	0.00

SOURCE: RBF, 2008

Table IV.K-2
Summary of Long Term Intersection Operating Conditions

		2020 Without Pala No Project				2020 Without Pala With Project				Project Related Change in Delay		2020 With Pala No Project				2020 With Pala With Project				Project Related Change in Delay	
		AM		PM		AM		PM				AM		PM		AM		PM			
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	A.M	P.M.	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	A.M	P.M.
1	SR-76/I-5 SB Ramps	15.1	B	18.9	B	15.3	B	18.9	B	0.2	0.0	15.1	B	18.9	B	15.3	B	18.9	B	0.2	0.0
2	SR-76/I-5 NB Ramps	11.3	B	16.0	B	11.5	B	16.2	B	0.2	0.2	11.3	B	16.0	B	11.5	B	16.2	B	0.2	0.2
3	SR-76/Loretta St.	5.7	A	3.0	A	5.9	A	4.1	A	0.2	1.1	5.7	A	3.0	A	5.9	A	4.1	A	0.2	1.1
4	SR-76/N. Canyon Dr.	5.6	A	12.2	B	5.9	A	14.3	B	0.3	2.1	5.6	A	12.2	B	5.9	A	14.3	B	0.3	2.1
5	SR-76/Benet Rd.	12.6	B	16.6	B	12.6	B	16.9	B	0.0	0.3	12.6	B	16.6	B	12.6	B	16.9	B	0.0	0.3
6	SR-76/Airport Rd.	12.3	B	15.3	B	13.1	B	19.6	B	0.8	4.3	12.3	B	15.3	B	13.1	B	19.6	B	0.8	4.3
7	SR-76/Foussat Rd.	19.8	B	24.2	C	26.3	C	38.1	D	6.5	13.9	25.0	C	26.3	C	31.2	C	37.0	D	6.2	10.7
8	SR-76/N. Douglas Dr.	29.7	C	30.5	C	31.2	C	32.0	C	1.5	1.5	26.6	C	30.2	C	27.1	C	31.7	C	0.5	1.5
9	SR-76/Rancho Del Oro Dr.	45.6	D	36.3	D	46.4	D	37.3	D	0.8	1.0	45.6	D	36.3	D	46.4	D	37.3	D	0.8	1.0
10	SR-76/Old Grove Rd.	42.2	D	30.5	C	43.8	D	31.1	C	1.6	0.6	42.2	D	30.5	C	43.8	D	31.1	C	1.6	0.6
11	SR-76/Frazee Rd.	19.9	B	19.8	B	19.8	B	19.7	B	-0.1	-0.1	19.9	B	19.8	B	19.8	B	19.7	B	-0.1	-0.1
12	SR-76/College Blvd.	43.5	D	**56.9**	**E**	43.7	D	**58.5**	**E**	0.2	1.6	43.5	D	**56.9**	**E**	43.7	D	**58.5**	**E**	0.2	1.6
13	SR-76/N. Santa Fe Ave.	30.2	C	42.7	D	30.2	C	43.6	D	0.0	0.9	30.2	C	42.7	D	30.2	C	43.6	D	0.0	0.9
14	Mission Ave./I-5 SB Ramps	23.2	C	19.9	B	23.3	C	20.3	C	0.1	0.4	23.2	C	19.9	B	23.3	C	20.3	C	0.1	0.4
15	Mission Ave./I-5 NB Ramps	18.8	C	15.2	C	19.0	C	15.8	C	0.2	0.6	18.8	C	15.2	C	19.0	C	15.8	C	0.2	0.6
16	Mission Ave./N. Canyon Dr.	23.5	C	26.6	C	23.4	C	26.9	C	-0.1	0.3	27.0	C	30.9	C	27.0	C	31.5	C	0.0	0.6
17	Mission Ave./Mesa Dr.	21.2	C	16.6	B	20.8	C	15.7	B	-0.4	-0.9	21.2	C	16.6	B	20.8	C	15.7	B	-0.4	-0.9
18	Mission Ave./Airport Rd.	16.2	B	17.0	B	15.7	B	16.5	B	-0.5	-0.5	16.2	B	17.0	B	15.7	B	16.5	B	-0.5	-0.5
19	Mission Ave./Foussat Rd.	16.3	B	20.4	C	20.0	C	28.7	C	3.7	8.3	19.1	B	21.9	C	22.1	C	29.0	C	3.0	7.1
20	Mission Ave./El Camino Real	26.8	C	33.9	C	29.9	C	37.6	D	3.1	3.7	27.4	C	33.7	C	29.3	C	35.4	D	1.9	1.7
21	Mission Ave./N. Douglas Dr.	30.6	C	34.0	C	31.8	C	38.0	D	1.2	4.0	29.5	C	33.0	C	30.1	C	34.2	C	0.6	1.2
22	Mission Ave./Rancho Del Oro Dr.	26.2	C	23.7	C	25.8	C	24.2	C	-0.4	0.5	27.2	C	23.4	C	27.3	C	24.0	C	0.1	0.6
23	Mission Ave./Old Grove Rd.	30.5	C	30.1	C	30.5	C	30.2	C	0.0	0.1	30.5	C	30.1	C	30.5	C	30.2	C	0.0	0.1
24	Mesa Dr./El Camino Real	35.6	D	**58.1**	**E**	35.7	D	**59.2**	**E**	0.1	1.1	35.6	D	**58.1**	**E**	35.7	D	**59.2**	**E**	0.1	1.1
25	Mesa Dr./Rancho Del Oro Dr.	30.7	C	27.6	C	30.8	C	27.5	C	0.1	-0.1	30.7	C	27.6	C	30.8	C	27.5	C	0.1	-0.1
26	Oceanside Blvd./El Camino Real	39.3	D	**59.6**	**E**	39.4	D	**59.6**	**E**	0.1	0.0	39.3	D	**59.6**	**E**	39.4	D	**59.6**	**E**	0.1	0.0
27	Oceanside Blvd./Rancho Del Oro Dr.	28.9	C	34.6	C	28.9	C	34.9	C	0.0	0.3	28.9	C	34.6	C	28.9	C	34.9	C	0.0	0.3
28	N. River Rd./N. Douglas Dr.	33.7	C	31.8	C	34.1	C	32.7	C	0.4	0.9	33.7	C	31.8	C	34.1	C	32.7	C	0.4	0.9
29	Pala Rd./N. Douglas Dr.	48.2	D	21.6	C	**58.3**	**E**	27.1	C	**10.1**	5.5	25.3	C	16.7	B	25.6	C	18.1	B	0.3	1.4
30	El Camino Real/N. Douglas Dr.	22.4	C	46.7	D	23.7	C	54.3	D	1.3	7.6	19.7	B	41.4	D	19.9	B	43.2	D	0.2	1.8
31	Los Arbolitos Blvd./El Camino Real	18.6	B	19.7	B	21.7	C	25.6	C	3.1	5.9	16.6	B	18.5	B	17.4	B	19.8	B	0.8	1.3
32	Pala Rd./Los Arbolitos Blvd. [2]	11.2	B	10.8	B	11.2	B	10.8	B	0.0	0.0	13.0	B	14.3	B	16.6	C	34.6	D	3.6	20.3
33	Foussat/Project Access B	13.7	B	14.1	B	19.3	B	27.2	C	5.6	13.1	13.4	B	14.9	B	21.0	C	28.4	C	7.6	13.5
34	Project Access A/Foussat	14.5	B	15.2	B	22.2	C	29.8	C	7.7	14.6	23.6	C	20.4	C	27.9	C	32.2	C	4.3	11.8
35	Mission Avenue/Project Access	0.1	A	0.1	A	6.5	A	12.2	B	6.4	12.1	0.1	A	0.1	A	6.5	A	11.6	B	6.4	11.5
36	SR-76/Melrose Dr.	31.4	C	30.9	C	31.4	C	30.9	C	0.00	0.00	30.8	C	30.9	C	30.9	C	30.9	C	0.00	0.00

SOURCE: RBF, 2008

Table IV.K-3

Summary of Short Term Roadway Segment Operating Conditions

Segment	Location	Class	Capacity	Existing			Existing + Project			Project Related Change in V/C	Existing + Cumulative			Existing + Cumul. + Project			Project Related Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	
SR-76	West of I-5 SB Ramps	Expressway	64,000	24,099	0.377	A	24,743	0.387	A	0.010	25,850	0.404	A	26,494	0.414	A	0.010
	I-5 Ramps	Expressway	64,000	36,584	0.572	A	37,549	0.587	A	0.015	38,946	0.609	B	39,911	0.624	B	0.015
	NB I-5 Ramps to Loretta St.	Expressway	64,000	51,914	0.811	D	53,201	0.831	D	0.020	56,213	0.878	D	57,500	0.898	D	0.020
	Loretta to N.. Canyon Rd.	Expressway	64,000	50,058	0.782	C	51,989	0.812	D	0.030	55,034	0.860	D	56,965	0.890	D	0.030
	N. Canyon Rd. to Benet	Expressway	64,000	56,708	0.886	D	59,926	0.936	E	0.050	63,559	0.993	E	66,777	1.043	F	0.050
	Benet to Airport	Expressway	64,000	50,752	0.793	C	54,291	0.848	D	0.055	57,643	0.901	E	61,182	0.956	E	0.055
	Airport to Foussat	Expressway	64,000	50,410	0.788	C	54,271	0.848	D	0.060	57,528	0.899	D	61,389	0.959	E	0.060
	Foussat to N. Douglas Rd.	Expressway	64,000	53,671	0.839	D	59,141	0.924	E	0.085	60,850	0.951	E	66,320	1.036	F	0.085
	N. Douglas Rd. to RDO	Expressway	64,000	47,177	0.737	C	50,395	0.787	C	0.050	51,926	0.811	D	55,144	0.862	D	0.050
	RDO to Old Grove Rd.	Expressway	64,000	50,935	0.796	C	53,187	0.831	D	0.035	54,542	0.852	D	56,794	0.887	D	0.035
	Old Grove Rd. to Frazee	Expressway	64,000	43,698	0.683	B	44,985	0.703	C	0.020	46,913	0.733	C	48,200	0.753	C	0.020
	Frazee to College Blvd.	Expressway	64,000	46,636	0.729	C	47,923	0.749	C	0.020	50,559	0.790	C	51,846	0.810	D	0.020
	College Blvd to N. Santa Fe	Expressway	64,000	45,303	0.708	C	46,268	0.723	C	0.015	52,056	0.813	D	53,021	0.828	D	0.015
	East of N. Santa Fe Ave.	Expressway	64,000	53,742	0.840	D	54,707	0.855	D	0.015	59,951	0.937	E	60,916	0.952	E	0.015
Mission Ave	West of I-5 SB Ramps	Major (4)	40,000	26,332	0.658	B	26,654	0.666	B	0.008	28,492	0.712	C	28,814	0.720	C	0.008
	I-5 Ramps	Major (4)	40,000	**32,914**	**0.823**	**D**	**33,558**	**0.839**	**D**	0.016	**34,565**	**0.864**	**D**	**35,209**	**0.880**	**D**	0.016
	I-5 Ramps to N. Canyon	Major (4)	40,000	28,516	0.713	C	30,447	0.761	C	0.048	29,779	0.744	C	31,710	0.793	C	0.048
	N. Canyon to Mesa	Major (4)	40,000	24,258	0.606	B	27,476	0.687	B	0.080	25,588	0.640	B	28,806	0.720	C	0.080
	Mesa to Airport	Major (4)	40,000	18,154	0.454	A	22,015	0.550	A	0.097	19,519	0.488	A	23,380	0.585	A	0.097
	Airport to Foussat	Major (4)	40,000	19,472	0.487	A	24,298	0.607	B	0.121	20,996	0.525	A	25,822	0.646	B	0.121
	Foussat to El Camino Real	Major (4)	40,000	23,811	0.529	A	**36,359**	**0.908**	**E**	**0.379**	24,664	0.616	B	**37,212**	**0.930**	**E**	**0.314**
	El Camino Real to N. Douglas	Major (4)	40,000	20,210	0.505	A	24,071	0.602	B	0.097	20,424	0.511	A	24,285	0.607	B	0.097
	N. Douglas Rd. to RDO	Major (4)	40,000	24,996	0.625	B	27,248	0.681	B	0.056	25,046	0.626	B	27,298	0.682	B	0.056
	RDO to Old Grove Rd.	Major (4)	40,000	10,228	0.256	A	10,872	0.272	A	0.016	10,228	0.256	A	10,872	0.272	A	0.016
	East of Old Grove Rd.	Major (4)	40,000	7,362	0.184	A	7,362	0.184	A	0.000	7,362	0.184	A	7,362	0.184	A	0.000
N. Canyon Rd.	SR-76 to Mission Ave.	Secondary	25,000	5,364	0.215	A	6,651	0.266	A	0.051	5,529	0.221	A	6,816	0.273	A	0.051
	South of Mission Ave.	Secondary	25,000	12,882	0.515	A	13,526	0.541	A	0.026	12,947	0.518	A	13,591	0.544	A	0.026
Mesa Dr.	Mission to El Camino Real	Secondary	25,000	5,600	0.224	A	7,209	0.288	A	0.064	6,220	0.249	A	7,829	0.313	A	0.064
	El Camino Real to RDO	Secondary	25,000	12,432	0.497	A	12,432	0.497	A	0.000	14,843	0.594	A	14,843	0.594	A	0.000
	East of Rdo	Secondary	25,000	11,405	0.456	A	11,405	0.456	A	0.000	15,026	0.601	B	15,026	0.601	B	0.000
Airport Rd	SR-76 to Mission Ave.	Industrial	10,000	3,099	0.310	A	4,064	0.406	A	0.097	3,724	0.372	A	4,689	0.469	A	0.097
Foussat Rd.	North of SR-76	Secondary (5)	37,500	5,990	0.159	A	29,156	0.777	C	0.618	6,055	0.161	A	29,221	0.779	C	0.618
	SR-76 to Mission Ave.	Secondary (5)	37,500	12,063	0.322	A	26,220	0.699	B	0.378	12,141	0.324	A	26,298	0.701	C	0.378
	Mission to Mesa Dr.	Secondary	12,500	5,716	0.572	B	7,968	0.797	C	0.225	5,716	0.572	A	7,968	0.797	C	0.225
El Camino Real	N. Douglas Rd. to Los Arbol.	Major (4)	40,000	17,905	0.448	A	19,192	0.480	A	0.032	18,093	0.452	A	19,380	0.485	A	0.032
	Los Arbol. to Mission Ave.	Major (4)	40,000	22,588	0.565	A	25,806	0.645	B	0.080	23,137	0.578	A	26,355	0.659	B	0.080
	Mission to Mesa Dr.	Major (4)	40,000	21,236	0.531	A	23,167	0.579	A	0.048	24,199	0.605	B	26,130	0.653	B	0.048
	Mesa to Oceanside Blvd	Major (4)	40,000	30,989	0.775	C	31,793	0.795	C	0.020	**33,710**	**0.843**	**D**	**34,514**	**0.863**	**D**	0.019
	South of Oceanside Blvd.	Prime (6)	60,000	33,413	0.557	A	34,378	0.573	A	0.016	40,437	0.674	B	41,402	0.690	B	0.016
Rancho Del Oro	N. Douglas to Mission Ave	Major (4)	40,000	14,136	0.353	A	14,136	0.353	A	0.000	14,186	0.355	A	14,186	0.355	A	0.000
	Mission to SR-76	Major (4)	40,000	7,789	0.195	A	8,111	0.203	A	0.008	9,833	0.246	A	10,155	0.254	A	0.008
	SR-76 to Mesa Dr.	Major (4)	40,000	13,384	0.335	A	14,671	0.367	A	0.032	20,559	0.514	A	21,846	0.546	A	0.032
	Mesa Dr. to Oceanside Blvd	Major (4)	40,000	11,217	0.280	A	11,861	0.297	A	0.016	18,704	0.468	A	19,348	0.484	A	0.016
	South of Oceanside Blvd.	Major (4)	40,000	10,320	0.258	A	10,642	0.266	A	0.008	17,099	0.427	A	17,421	0.436	A	0.008
Frazee Rd.	North of SR-76	Secondary	25,000	5,474	0.219	A	5,474	0.219	A	0.000	5,774	0.231	A	5,774	0.231	A	0.000
	SR-76 to Mission Ave.	Secondary	25,000	9,331	0.373	A	9,331	0.373	A	0.000	9,451	0.378	A	9,451	0.378	A	0.000
Old Grove Rd.	North of SR-76	Major (4)	40,000	7,390	0.185	A	7,390	0.185	A	0.000	7,390	0.185	A	7,390	0.185	A	0.000
	South of SR-76	Major (4)	40,000	10,653	0.266	A	11,618	0.290	A	0.024	11,245	0.281	A	12,210	0.305	A	0.024
	South of Mission Ave.	Major (4)	40,000	7,876	0.197	A	8,522	0.213	A	0.016	8,445	0.211	A	9,089	0.227	A	0.016
College Blvd.	North of SR-76	Prime (6)	60,000	43,732	0.729	C	44,054	0.734	C	0.005	46,072	0.768	C	46,394	0.773	C	0.005
	South of SR-76	Major (5)	45,000	17,982	0.400	A	17,982	0.400	A	0.000	24,368	0.542	A	24,368	0.542	A	0.000
N. Santa Fe Ave.	South of SR-76	Major (4)	40,000	22,394	0.560	A	22,394	0.560	A	0.000	22,479	0.562	A	22,479	0.562	A	0.000
N. Douglas Dr.	North of N. River Rd.	Major (4)	40,000	14,136	0.353	A	15,423	0.386	A	0.032	14,783	0.370	A	16,070	0.402	A	0.032
	N. River Rd. to Pala Drive	Major (4)	40,000	**32,667**	**0.817**	**D**	**35,241**	**0.881**	**D**	**0.064**	**34,087**	**0.852**	**D**	**36,661**	**0.917**	**E**	**0.064**
	Pala Dr. to El Camino Real	Major (4)	40,000	**35,539**	**0.888**	**D**	**39,722**	**0.993**	**E**	**0.105**	**37,430**	**0.936**	**E**	**41,613**	**1.040**	**F**	**0.105**
	El Camino Real to Mission	Major (4)	40,000	20,967	0.524	A	24,828	0.621	B	0.097	22,417	0.560	A	26,278	0.657	B	0.097
	Mission to SR-76	Major (4)	40,000	20,376	0.509	A	23,594	0.590	A	0.080	21,370	0.534	A	24,588	0.615	B	0.080
N. River Rd.	East of N. Douglas Dr.	Major (4)	40,000	12,728	0.318	A	13,693	0.342	A	0.024	15,035	0.376	A	16,000	0.400	A	0.024
Los Arbolitos Blvd.	Pala Dr. to El Camino Real	Collector	15,000	3,537	0.236	A	5,789	0.386	A	0.150	3,537	0.236	A	5,789	0.386	A	0.150
Oceanside Blvd	West of El Camino Real	Major (4)	40,000	28,921	0.723	C	29,243	0.731	C	0.008	**32,569**	**0.814**	**D**	**32,891**	**0.822**	**D**	0.008
	El Camino Real to RDO	Prime (6)	60,000	25,588	0.426	A	25,588	0.426	A	0.000	31,675	0.528	A	31,675	0.528	A	0.000
	East of Rdo	Prime (6)	60,000	28,067	0.468	A	28,067	0.468	A	0.000	36,299	0.605	B	36,299	0.605	B	0.000
Pala Rd.	N. Douglas Dr to Los Arbol.	Secondary	25,000	2,507	0.100	A	3,472	0.139	A	0.039	2,607	0.104	A	3,572	0.143	A	0.039

SOURCE: RBF, 2008

Table IV.K-4

Summary of Horizon Year 2020 Roadway Segment Operating Conditions

				No Pala Extension							With Pala Extension						
				2020 No Project			2020 With Project				2020 No Project			2020 With Project			
Segment	Location	Class	Capacity	ADT	V/C	LOS	ADT	V/C	LOS	Project Related Change in V/C	ADT	V/C	LOS	ADT	V/C	LOS	Project Related Change in V/C
SR-76	West of I-5 SB Ramps	Expressway	64,000	27,714	0.433	A	28,358	0.443	A	0.010	27,714	0.433	A	28,358	0.443	A	0.010
	Between I-5 Ramps	Expressway	64,000	40,242	0.629	B	41,207	0.644	B	0.015	40,242	0.629	B	41,207	0.644	B	0.015
	Between NB I-5 Ramps and Loretta St.	Expressway	80,000	59,701	0.746	C	60,988	0.762	C	0.016	59,701	0.746	C	60,988	0.762	C	0.016
	Between Loretta and N.. Canyon Rd.	Expressway	80,000	57,567	0.720	C	59,498	0.744	C	0.024	57,567	0.720	C	59,498	0.744	C	0.024
	Between N. Canyon Rd. and Benet	Expressway	80,000	66,050	0.826	D	69,268	0.866	D	0.040	66,050	0.826	D	69,268	0.866	D	0.040
	Between Benet and Airport	Expressway	80,000	63,440	0.793	C	66,979	0.837	D	0.044	63,440	0.793	C	66,979	0.837	D	0.044
	Between Airport and Foussat	Expressway	80,000	62,273	0.778	C	66,134	0.827	D	0.048	62,273	0.778	C	66,134	0.827	D	0.048
	Between Foussat and N. Douglas Rd.	Expressway	80,000	66,539	0.832	D	72,009	0.900	E	0.068	64,739	0.809	D	67,957	0.849	D	0.040
	Between N. Douglas Rd. and RDO	Expressway	80,000	54,262	0.678	B	57,480	0.718	C	0.040	54,262	0.678	B	57,480	0.718	C	0.040
	Between RDO and Old Grove Rd.	Expressway	80,000	57,575	0.720	C	59,827	0.748	C	0.028	57,575	0.720	C	59,827	0.748	C	0.028
	Between Old Grove Rd. and Frazee	Expressway	80,000	53,185	0.665	B	54,472	0.681	B	0.016	53,185	0.665	B	54,472	0.681	B	0.016
	Between Frazee and College Blvd.	Expressway	80,000	53,631	0.670	B	54,918	0.686	B	0.016	53,631	0.670	B	54,918	0.686	B	0.016
	Between College Blvd and N. Santa Fe	Expressway	80,000	58,527	0.732	C	59,492	0.744	C	0.012	58,527	0.732	C	59,492	0.744	C	0.012
	East of N. Santa Fe Ave.	Expressway	80,000	61,803	0.773	C	62,768	0.785	C	0.012	61,803	0.773	C	62,768	0.785	C	0.012
Mission Ave	West of I-5 SB Ramps	Major (4)	40,000	**33,276**	**0.832**	**D**	**33,598**	**0.840**	**D**	0.008	**33,276**	**0.832**	**D**	**33,598**	**0.840**	**D**	0.008
	Between I-5 Ramps	Major (4)	40,000	**36,205**	**0.905**	**E**	**36,849**	**0.921**	**E**	0.016	**36,205**	**0.905**	**E**	**36,849**	**0.921**	**E**	0.016
	Between I-5 Ramps and N. Canyon	Major (4)	40,000	28,408	0.710	C	30,339	0.758	C	0.048	28,408	0.710	C	30,339	0.758	C	0.048
	Between N. Canyon and Mesa	Major (4)	40,000	25,588	0.640	B	28,806	0.720	C	0.080	25,588	0.640	B	28,806	0.720	C	0.080
	Between Mesa and Airport	Major (4)	40,000	21,470	0.537	A	25,331	0.633	B	0.097	21,470	0.537	A	25,331	0.633	B	0.097
	Between Airport and Foussat	Major (4)	40,000	23,095	0.577	A	27,921	0.698	B	0.121	23,095	0.577	A	27,921	0.698	B	0.121
	Between Foussat and El Camino Real	Major (4)	40,000	31,950	0.799	C	**44,498**	**1.112**	**F**	**0.314**	27,750	0.694	B	**38,368**	**0.959**	**E**	**0.265**
	Between El Camino Real and N. Douglas	Major (4)	40,000	26,163	0.654	B	30,024	0.751	C	0.097	25,263	0.632	B	29,768	0.744	C	0.113
	Between N. Douglas Rd. and RDO	Major (4)	40,000	27,496	0.687	B	29,748	0.744	C	0.056	27,496	0.687	B	29,748	0.744	C	0.056
	Between RDO and Old Grove Rd.	Major (4)	40,000	15,936	0.398	A	16,580	0.414	A	0.016	15,936	0.398	A	16,901	0.423	A	0.024
	East of Old Grove Rd.	Major (4)	40,000	7,510	0.188	A	7,510	0.188	A	0.000	7,510	0.188	A	7,510	0.188	A	0.000
N. Canyon Rd.	Between SR-76 and Mission Ave.	Secondary	25,000	12,655	0.506	A	13,942	0.558	A	0.051	12,655	0.506	A	13,942	0.558	A	0.051
	South of Mission Ave.	Secondary	25,000	15,086	0.603	C	15,730	0.629	B	0.026	15,086	0.603	B	15,730	0.629	B	0.026
Mesa Dr.	Between Mission and El Camino Real	Secondary	25,000	10,327	0.413	A	11,936	0.477	A	0.064	10,327	0.413	A	11,936	0.477	A	0.064
	Between El Camino Real and RDO	Secondary	25,000	15,717	0.629	B	15,717	0.629	B	0.000	15,717	0.629	B	15,717	0.629	B	0.000
	East of Rdo	Secondary	25,000	16,528	0.661	B	16,528	0.661	B	0.000	16,528	0.661	B	16,528	0.661	B	0.000
Airport Rd	Between SR-76 and Mission Ave.	Industrial	10,000	5,232	0.523	A	6,197	0.620	B	0.097	5,232	0.523	A	6,197	0.620	B	0.097
Foussat Rd.	North of SR-76	Secondary (5)	37,500	5,990	0.159	A	29,156	0.777	C	0.618	11,990	0.319	A	29,365	0.783	C	0.464
	Between SR-76 and Mission Ave.	Secondary (5)	37,500	14,300	0.381	A	28,457	0.759	C	0.378	18,500	0.493	A	29,118	0.776	C	0.283
	Between Mission and Mesa Dr.	Secondary	12,500	8,939	0.715	C	9,500	0.760	C	0.045	8,939	0.715	C	9,500	0.760	C	0.045
El Camino Real	Between N. Douglas Rd. and Los Arbol.	Major (4)	40,000	23,572	0.589	A	24,859	0.621	B	0.032	22,672	0.567	A	23,316	0.583	A	0.016
	Between Los Arbol. And Mission Ave.	Major (4)	40,000	30,350	0.759	C	**33,568**	**0.839**	**D**	**0.080**	27,050	0.676	B	28,015	0.700	C	0.024
	Between Mission and Mesa Dr.	Major (4)	40,000	26,545	0.664	B	28,476	0.712	C	0.048	26,545	0.664	B	28,476	0.712	C	0.048
	Between Mesa and Oceanside Blvd	Major (4)	40,000	**35,637**	**0.891**	**D**	**36,441**	**0.910**	**E**	0.019	**35,637**	**0.891**	**D**	**36,441**	**0.910**	**E**	0.019
	South of Oceanside Blvd.	Prime (6)	60,000	45,976	0.766	C	46,941	0.782	C	0.016	45,976	0.766	C	46,941	0.782	C	0.016
Rancho Del Oro	Between N. Douglas and Mission Ave	Major (4)	40,000	15,550	0.389	A	15,550	0.389	A	0.000	15,550	0.389	A	16,837	0.421	A	0.032
	Between Mission and SR-76	Major (4)	40,000	11,194	0.280	A	11,516	0.288	A	0.008	11,194	0.280	A	11,516	0.288	A	0.008
	Between SR-76 and Mesa Dr.	Major (4)	40,000	24,127	0.603	B	25,414	0.635	B	0.032	24,127	0.603	B	25,414	0.635	B	0.032
	Between Mesa Dr. and Oceanside Blvd	Major (4)	40,000	21,332	0.533	A	21,976	0.549	A	0.016	21,332	0.533	A	21,976	0.549	A	0.016
	South of Oceanside Blvd.	Major (4)	40,000	**33,427**	**0.836**	**D**	**33,749**	**0.844**	**D**	0.008	**33,427**	**0.836**	**D**	**33,749**	**0.844**	**D**	0.008
Frazee Rd.	North of SR-76	Secondary	25,000	6,021	0.241	A	6,021	0.241	A	0.000	6,021	0.241	A	6,021	0.241	A	0.000
	Between SR-76 and Mission Ave.	Secondary	25,000	10,264	0.411	A	10,264	0.411	A	0.000	10,264	0.411	A	10,264	0.411	A	0.000
Old Grove Rd.	North of SR-76	Major (4)	40,000	8,129	0.203	A	8,129	0.203	A	0.000	8,129	0.203	A	8,129	0.203	A	0.000
	South of SR-76	Major (4)	40,000	13,513	0.338	A	14,478	0.362	A	0.024	13,513	0.338	A	14,478	0.362	A	0.024
	South of Mission Ave.	Major (4)	40,000	15,188	0.380	A	15,832	0.396	A	0.016	15,188	0.380	A	15,832	0.396	A	0.016
College Blvd.	North of SR-76	Prime (6)	60,000	39,226	0.654	B	39,548	0.659	B	0.005	39,226	0.654	B	39,548	0.659	B	0.005
	South of SR-76	Major (5)	45,000	26,547	0.590	A	26,547	0.590	A	0.000	26,547	0.590	A	26,547	0.590	A	0.000
N. Santa Fe Ave.	South of SR-76	Major (4)	40,000	24,633	0.616	B	24,633	0.616	B	0.000	24,633	0.616	B	24,633	0.616	B	0.000
N. Douglas Dr.	North of N. River Rd.	Major (4)	40,000	16,256	0.406	A	17,543	0.439	A	0.032	16,256	0.406	A	17,543	0.439	A	0.032
	Between N. River Rd. and Pala Dr.	Major (4)	40,000	**36,567**	**0.914**	**E**	**39,141**	**0.979**	**E**	**0.064**	**36,567**	**0.914**	**E**	**39,141**	**0.979**	**E**	**0.064**
	Between Pala Dr. and El Camino Real	Major (4)	40,000	**41,897**	**1.047**	**F**	**46,080**	**1.152**	**F**	**0.105**	**38,297**	**0.957**	**E**	**39,262**	**0.982**	**E**	**0.024**
	Between El Camino Real and Mission	Major (4)	40,000	25,008	0.625	B	28,869	0.722	C	0.097	22,308	0.558	A	23,595	0.590	A	0.032
	Between Mission and SR-76	Major (4)	40,000	24,920	0.623	B	28,138	0.703	C	0.080	23,120	0.578	A	23,764	0.594	A	0.016
N. River Rd.	East of N. Douglas Dr.	Major (4)	40,000	18,724	0.468	A	19,689	0.492	A	0.024	18,724	0.468	A	19,689	0.492	A	0.024
Los Arbolitos Blvd.	Between Pala Dr. and El Camino Real	Collector	15,000	8,200	0.547	A	10,452	0.697	B	0.150	8,200	0.547	A	9,809	0.654	B	0.107
Oceanside Blvd	West of El Camino Real	Major (4)	40,000	**34,870**	**0.872**	**D**	**35,192**	**0.880**	**D**	**0.008**	34,870	**0.872**	**D**	35,192	**0.880**	**D**	0.008
	Between El Camino Real and RDO	Prime (6)	60,000	44,632	0.744	C	44,632	0.744	C	0.000	44,632	0.744	C	44,632	0.744	C	0.000
	East of Rdo	Prime (6)	60,000	42,285	0.705	C	42,285	0.705	C	0.000	42,285	0.705	C	42,285	0.705	C	0.000
Pala Rd.	Between N. Douglas Dr and Los Arbol.	Secondary	25,000	9,400	0.376	A	10,365	0.415	A	0.039	12,100	0.484	A	15,318	0.613	B	0.129
	Between Los Arbolitos Blvd. and Foussat Rd.	Secondary	25,000	3,400	0.136	A	3,400	0.136	A	0.000	6,000	0.24	A	10,826	0.433	A	0.913

SOURCE: RBF, 2008

Table IV.K-5

Summary of Recommended Roadway Segment Mitigation Measures

Deficient Segment		Study Scenario LOS								Sig. Impacted?	Improvement / Mitigation	Direct/Indirect Impact?
		Existing		Cumulative		2020 w/o Pala		2020 w/Pala				
		No Project	With Project	No Project	With Project	No Project	With Project	No Project	With Project			
Mission Ave	West of I-5 SB Ramps	B	B	C	C	D	D	D	D	No		
	Between the I-5 Ramps	D	D	D	D	E	E	E	E	No		
	Between Foussat Rd. and El Camino Real	A	E	B	E	C	F	B	E	Yes	Creative Measures Install dedicated right turn lane WB and dual EB left turn lanes at project access road to improve traffic flow along Mission Avenue.	Direct Impact
El Camino Real	Los Arbolitos Blvd. to Mission Ave.	A	B	A	B	C	D	B	C	Yes	Creative Measures: Install second northbound left turn lane at Los Arbolitos Blvd./El Camino Real to improve northbound traffic flow on El Camino Real.	Cumulative Indirect Impact
	Mesa Dr. to Oceanside Blvd.	C	C	D	D	D	E	D	E	No		
Rancho Del Oro Dr.	South of Oceanside Blvd.	A	A	A	A	D	D	D	D	No		
N. Douglas Dr.	Between N. River and Pala Rd.	D	D	D	E	E	E	E	E	Yes	Significant/unavoidable due to bridge. Identified in City of Oceanside Circulation Element.	Cumulative Indirect Impact
	Between Pala Rd. and El Camino Real	D	E	E	F	F	F	E	E	Yes	Creative Measures: Install dual NB left turn lanes at Pala Road to improve flow on N. Douglas Dr.	Cumulative Indirect Impact
Oceanside Blvd.	West of El Camino Real	C	C	D	D	D	D	D	D	No		

SOURCE: RBF, 2008

Table IV.K-6
Summary of Intersection Mitigation Measures

Deficient Study Intersection	Study Scenario LOS								Sig. Impacted?	Recommended Improvement	Direct/ Indirect Impact?	Mitigated LOS AM/PM
	Existing		Cumulative		2020 No Pala		2020 With Pala					
	No Project	With Project	No Project	With Project	No Project	With Project	No Project	With Project				
SR-76/Rancho Del Oro	**E/F**	**E/F**	**F/F**	**F/F**	D/D	D/D	D/D	D/D	**Yes**	Add additional EB/WB thru lane in conjunction w/SR-76 widening.(To be completed by Caltrans). Restripe NB approach to provide exclusive right turn lane & right turn overlap phase.	Indirect/ Cumulative Indirect/ Cumulative	D/D
SR-76/College	D/D	D/D	D/E	D/E	D/E	D/E	D/E	D/E	No			
Mesa Dr./ El Camino Real	C/C	C/C	C/C	C/C	D/E	D/E	D/E	D/E	No			
Oceanside Blvd./ El Camino Real	D/D	D/D	D/D	D/D	D/E	D/E	D/E	D/E	No			
Pala Rd./N. Douglas Dr.	B/B	B/B	B/B	B/B	D/C	E/C	C/B	C/B	**Yes**	Modify traffic signal and phasing to include EB right turn overlap phase. Install dual NB left turn lanes at Pala Road to improve flow on N. Douglas Drive.	Direct	C/B

SOURCE: RBF, 2008

L. UTILITIES

Existing Conditions

Natural Gas and Electricity. The proposed project site is crossed by numerous underground and overhead utilities, including a major electric transmission corridor, a fuel pipeline and natural gas pipelines. A 200-foot wide SDG&E easement traverses the middle of the property, running generally north to south. Additionally, there are several overhead electrical circuits within the easement. Individual wires are suspended from wooden poles that are stabilized with guy wires or suspended from the metal towers. SDG&E requires access from the on-site easement to their parcel directly north of the project area (Strominger, personal communication)

Telephone and Cable Television Services. Telephone and cable television services are provided to the City of Oceanside by Cox Communications.

Solid Waste Disposal Service. Waste Management of North County services the entire City of Oceanside.

Impact

Natural Gas and Electricity. The proposed project will increase demand for natural gas and electricity. As the project will be able to access existing San Diego Gas and Electric utility lines, no impact to these services is anticipated.

Facilities within the 200-foot wide corridor require regular maintenance, including washing the insulators with high pressure water. Cars parked within the easement may bet wet during the washing procedure. Additionally, SDG&E may need to add additional circuits and facilities within the easement (e.g., wooden poles, upgrading wooden poles to towers, replacement of individual wires, etc.). During those activities, it may be necessary to shut down parking and use of the bus stop in areas of the easement (Strominger, personal communication).

Telephone and Cable Television Services. Development of the proposed Pavilion Commercial Center would increase demand for telephone and cable television services. As both of these services can be provided to the project by Cox Communications, no negative impacts to either service is anticipated.

Solid Waste Disposal Service. Waste Management of North County services all of Oceanside, and will therefore provide service to the project site as well. Other than increasing demand for solid waste disposal, which can be met, the project would have no impacts on solid waste disposal service.

Impact Significance Criteria - Utilities

Impacts would be considered significant if the project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction or expansion of water, wastewater, or storm drain facilities which could cause significant environmental effects; have insufficient water supplies available to serve; result in a determination by the wastewater treatment provider which serves or will serve the project that it has inadequate capacity; be served by a landfill which does not have sufficient capacity to accommodate the project's solid waste disposal needs; or if the project does not comply with federal, state, and local statues and regulations related to solid waste.

Significance of Impact

Natural Gas and Electricity. As natural gas and electricity services can be provided to the project through existing utility lines, no significant impacts to these services would be anticipated following project implementation. As the project has been designed to accommodate the on-going access needs of SDG&E, no significant impacts would occur with respect to the existing lines and easements.

Telephone and Cable Television Services. No significant impacts to telephone and cable television services are anticipated to result from project development.

Solid Waste Disposal Service. As solid waste disposal service will be provided to the proposed project by Waste Management of North County, no significant adverse impacts are anticipated following project implementation.

Mitigation

Natural Gas, Electricity, Telephone, Cable Television and Solid Waste Disposal Services. No significant adverse impacts to these services are associated with implementation of this project, therefore no mitigation measures are required.

V EFFECTS FOUND NOT TO BE SIGNIFICANT

The foregoing analyses include all issues determined to be potentially significant for the proposed project by the City of Oceanside. These issues include air quality, biological resources, land use, and transportation traffic. Other issues analyzed and determined not to be significant after mitigation include aesthetics, cultural and paleontological resources, geology/soils, hazardous materials, hydrology/water quality, noise, public services, and utilities. Issues determined during project scoping not to be potentially significant included agricultural resources, mineral resources, recreation, and population/housing; thus these issues were not include in the EIR analyses.

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VI ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines (Section 15126.6[d]) require the discussion of a No Project Alternative as well as "reasonable alternatives to the project... which could feasibly obtain the basic objectives of the project...." The discussion must focus on alternatives capable of eliminating significant adverse impacts or reducing some impacts to below a level of significance. The discussion of alternatives need not be exhaustive and is subject to the "rule of reason." The key issue is whether the selection of alternatives fosters informed decision making and informed public participation (CEQA Guidelines, Section 15126[d].

Under CEQA, the discussion of alternatives to a proposed action takes on particular significance if the EIR concludes there are significant adverse environmental impacts that are not avoided or reduced below a level of significance. As stated in CEQA Section 21002:

> "[It] is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or mitigation measures available which would substantially lessen the significant environmental effects of such projects.... The legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." [emphasis supplied]

With the proposed project, potentially significant impacts have been identified to air quality, biological resources, cultural and paleontological resources, geology/soils, hazardous materials, land use, noise, and transportation/traffic. With the exception of air quality (cumulative GHG emissions), biological resources, land use, and traffic, all impacts would be mitigated to below a level of significance.

Per the above guidance, three alternatives were formulated.

A. NO PROJECT ALTERNATIVE

The No Project Alternative would not allow the proposed development, leaving the land in its present condition and no new impacts would occur. While the No Project Alternative essentially maintains the physical status quo onsite, it is not necessarily feasible or environmentally superior.

On a comparative basis, the No Project Alternative would:

- Potentially violate the property owner's rights to make reasonable beneficial use of the property consistent with uniformly applied policies, ordinances, regulations, and constitutional protections and reasonable investment backed expectations of development

and use consistent with the General Plan, zoning, and comparable commercial development throughout the City designating the property to be developed for community commercial uses.

- Not achieve the project objectives.

- Re-direct the needed commercial development to be developed elsewhere, with impacts to that area and eliminating needed retail and commercial services. It should be noted that within the City of Oceanside, there are no other properties designated for community commercial uses which are even close to the size or capacity of the project site.

- Be inconsistent with the General Plan and zoning, but would not preclude implementation of the HCP corridor width.

- The existing swap meet with abandoned movie screes would continue.

For these reasons, the No Project alternative has been rejected.

B. OFF-SITE PALA ROAD EXTENSION ALTERNATIVE

This alternative would consist of the project as currently proposed, but would require the applicant to extend Pala Road as a four-lane secondary arterial from Foussat Road to the current terminus of Pala Road at Los Arbolitos Boulevard (Figures VI.B-1 and IV.B-2). This off-site connection would complete Pala Road as a 4-lane secondary arterial between Douglas Drive and North Foussat Road, providing an alternate link between El Camino Real and Mission Avenue/Expressway 76.

A standard secondary arterial has an 84 foot right-of-way width and 64 foot curb to curb width. This provides for two 12 foot-wide through lanes and an 8 foot-wide bike lane in each direction. There is no provision for bike paths in the standard section other than the 8 foot-wide lane. Each side will also have a 5 foot-wide sidewalk contiguous with the back of curb line. Normal spacing of street lights is every 250 feet staggered on each side of the road. At the right-of-way line, slopes will be built at 2 feet horizontally to 1 foot vertically to a height necessary to catch with the existing ground on each side. The shape of the road way surface is crowned in the middle with a cross slope of 2% draining toward the curb and gutter.

This section of Pala Road will provide no access to properties on either side. This allows for a potential change to the standard configuration. Some options include a reduced width providing one12 foot-wide through lane in each direction; draining the road from the edges to the middle and into a vegetated swale; eliminating sidewalk on one side of the road; introducing a vegetated swale in place of one of a sidewalk; or other modifications as approved by the City Engineer.

While the applicant is not proposing this roadway extension as a part of the project and additional environmental impacts would occur with its construction, the City is requiring this EIR to analyze the impacts because the extension is ultimately called for by the City's Circulation Element.

The offsite extension of Pala Road has been the subject of several alignment studies, including some separate analyses by the City of Oceanside and its consultants, and an alignment as close as possible to the existing levee was confirmed as the most likely location. The offsite portion of the Pala Road extension would extend southwest from the current terminus at Los Arbolitos Boulevard, across a vacant field, and then turn south, running along the eastern base of the levee along the San Luis Rey River, through the westerly portion of Park Pond and connecting with the proposed terminus at the project boundary. A conceptual grading study, including both horizontal and vertical alignments was prepared (Figure VI.B-2) to evaluate the footprint needed for road construction, and estimate the amount of fill material to create the roadbed. Several design exceptions may be required to make the connection, due to the existing location and grades of the intersection at Los Arbolitos, and the curve radius required to fit within the levee edge and the location of private residential property. Construction of this extension would have an impact footprint of approximately 10.1 acres, and would require import of an additional 154,000 cubic yards of fill.

Impacts resulting from this alternative would be as follows:

Aesthetics. The project itself would remain unchanged, and thus no new impacts would occur with respect to the on-site development. Construction of the new road extension would likely result in temporary visual impacts, and the extension of Pala Road off-site would add to the urbanized edge along the levee that would be visible from the existing bike path. Upon completion, no significant adverse effects would be anticipated.

Air Quality. The project's cumulative contribution to air quality and greenhouse gas (GHG) emissions would still remain significant and unmitigable.

Biological Resources. This alternative would result in the disturbance of approximately 10.1 additional acres of land (Table VI.B-1, Figure VI.B-3, and Appendix C). This would result in the direct loss of an additional 4.56 acres southern willow scrub, freshwater marsh/emergent wetland, disturbed wetland, and tamarisk scrub; 0.7 acre of non-native grassland; and 4.8 acres of disturbed habitat and developed land . Additionally, this alternative would directly impact an additional 4.35 acres of ACOE jurisdictional waters and 4.56 acres of CDFG jurisdictional waters (see Appendix C).

This alternative would result in greater impacts to ACOE and CDFG jurisdictional waters (Figures VI.B-4 and 5 and Table VI.B-1). To mitigate the increased impacts to wetlands and jurisdictional non-wetland waters, it would be necessary to provide an estimated 13 acres of wetland mitigation. At this time, no suitable location for such mitigation has been identified. Doing work in Park Pond, which is a critical component of the drainage system in the area would typically need to be completed outside the rainy season, but with Park Pond (and the roadway bed) occupied by the federal- and state-listed Endangered least Bell's vireo, construction is generally not allowed between

Table VI.B-1. Off-Site Pala Road Extension Alternative Biological Resource Impacts*

HABITAT TYPE/GROUP	ACRES IMPACTED	MITIGATION RATIO	MITIGATION ACRES REQUIRED
Southern willow scrub (A)	2.63	3:1	7.89
Freshwater marsh/emergent wetland (A)	1.87	3:1	5.61
Disturbed wetland (A)	0.04	2:1	0.08
Tamarisk scrub (A)	0.02	2:1	0.04
SUBTOTAL GROUP A	4.56	--	13.62
Non-native grassland (E)	0.70	0.5:1	0.40
Disturbed habitat (F)	4.30	--	0.00
Developed land (F)	0.50	--	0.00
SUBTOTAL GROUP F	4.80	--	0.00
TOTAL	10.10	--	14.00

* This alternative would result in an 4.35 acres of impacts to ACOE jurisdictional wetlands, requiring 13.01 acres of mitigation and 4.56 acres of habitat under CDFG jurisdiction, requiring 13.62 acres of mitigation.

March 15 and September 15. Mitigation measures such as construction of temporary noise barriers may allow grading during the breeding season, but the location and height of such barriers has not been studied as part of this analysis.

Four sensitive animal species were found within the area that would be impacted by this alternative (Figure IV.B-3). These include the federal- and state-listed Endangered least Bell's vireo; and the yellow-breasted chat, yellow warbler, and Cooper's hawk, all CDFG Species of Special Concern. With the exception of the yellow-breasted chat, all are considered Covered species under the MSCP.

The off-site Pala Road extension is within CH for least Bell's vireo, and is adjacent to Critical Habitat for the Southwestern willow flycatcher. This alternative would result in a significant direct loss of the habitats of these species; at least one least Bell's vireo was observed in the northern portion of the future roadway's footprint. Indirect impacts potentially occurring with this alternative include decreased water quality, fugitive dust, non-native plant colonization of previously undisturbed areas, construction and operational noise/animal breeding behavioral changes, night lighting, and other adverse edge effects.

The southern portion of the roadway alignment would traverse Restoration Priority Area 3, as identified in the Draft HCP. The HCP assumes that an area consisting of up to approximately 11 acres could be restored either as coastal sage scrub or wetland habitat, although it does not assume that all of this area could be restored.

Cultural and Paleontological Resources. The cultural resource survey conducted for this alternative (Affinis, 2007, see Appendix D) found CA-SDI-5445 to extend into the southern portion of the proposed alignment. The alluvial setting of the project area and history of flooding leave open the potential for cultural resources to be buried deep beneath the ground's surface. Several fragments of human bone were found in collections from the site as well. Members of the San Luis Rey Band have indicated that site CA-SDI-5445 bears cultural importance for their community. Due to the findings of the cultural resources survey, an archaeological monitoring program would be required for this alternative. Similarly, a paleontological monitoring program would also be required in the event that buried fossil materials are encountered.

Geology/Soils. Because the off-site Pala Road extension is still in the conceptual design phase, construction details have not been finalized. The geotechnical report prepared for the City (Ninyo and Moore, 2006) includes the following geotechnical considerations:

- Relatively loose fill soils are present; to mitigate the potential for future settlement, these soils should be removed and replaced as compacted fill.

- As the project area is within Seismic Zone 4, the potential for strong seismic ground motions should be considered in the design.

- Groundwater was encountered in exploratory borings at depths of approximately 2 to 9 feet below existing ground surface. Shallow groundwater will be a concern during construction of the proposed roadway, particularly during wet season.

- Due to the presence of shallow groundwater and relatively high potential for strong ground shaking, the relatively loose and sandy alluvium underlying the site is subject to liquefaction. Various manifestations of liquefaction-related hazards, such as dynamic settlement and lateral spreading, are considered likely.

- In general, the on-ste earth materials are suitable for re-use as compacted fill and are anticipated to be generally excavatable with heavy-duty earthmoving equipment in good working condition.

Hazards and Hazardous Materials. A hazardous materials study would be required prior to implementation of this alternative to determine if any remedial actions would be required.

Hydrology and Water Quality. The Pala Road extension is an off-site activity. As such, either the Proposed Project or the Subarea Plan Alternative can accommodate the off-site Pala Road extension. Also, the hydrology studies of Appendix G included the off-site Pala Road extension, so impacts to hydrology and water quality would be largely as described for each of these two designs.

The construction and ongoing operation of the off-site Pala Road extension would have impacts on the hydrology and water quality of the overall area:

- The Pala Road extension will reduce the volume (storage capacity) of Park Pond by approximately 55 acre-feet. The present capacity of Park Pond (approximately 215 acre-feet) was found to be in excess of its design capacity (approximately 160 acre-feet)(Hydrology Report, Appendix G). With the off-site Pala Road extension, the capacity would be approximately 160 acre-feet, the design capacity. The Pala Road extension therefore does not cause a significant loss of capacity. The loss of capacity does reduce this pond's ability, and thereby the ability of the overall series of ponds, to contain runoff from unforeseen circumstances, or from future changes in the watershed that could increase runoff.

- The off-site Pala Road extension will reduce the area of Park Pond by approximately 4.5 acres. This area is currently occupied by various riparian and wetland plant species (Table VI.B-1). Total area of Park Pond occupied by riparian/wetland habitat is approximately 26 acres; the Pala Road extension would eliminate approximately 17 percent of this habitat. Loss of this vegetated area would reduce Park Pond's capabilities to absorb water and to improve the quality of the runoff entering the pond.

- Use of the off-site Pala Road extension by vehicles will result in hydrocarbons on the roadway, some of which would be carried off in storm runoff, particularly in the first storm(s) of the year ("first flush"). Runoff from the roadway would be treated by inlet filters, bioswales, or other water quality treatments to meet industry standards as approved by the City of Oceanside Engineering Division.

Land Use. No additional impacts would result from this alternative. It would be consistent with the City's Circulation Element.

Noise.

Short-term Impacts

Construction Noise. Temporary noise impacts associated with construction would increase under this alternative, as more grading would be required for the roadway extension, and additional truck trips would be necessary for importing fill to build the road.

Construction noise generated by the proposed Pavilion at Oceanside is regulated by the City through projects' mitigation conditions limiting noise levels during the breeding season of the federally Endangered least Bell's vireo (*Vireo bellii pusillus*). Sensitive avian habitat exists around most of the project site as well as the proposed Pala Road extension area. A 1990 study entitled "*Comprehensive Species Management Plan for the least Bell's vireo*" released by the San Diego Association of Governments (SANDAG) estimated that noise levels above 60 dBA Leq occurring in vireo breeding areas may substantially mask the vireo's song which could potentially impact the species during their breeding season (March 1 to September 1).

Per standards established by the California Environmental Quality Act (CEQA), a worst-case scenario is utilized in analyzing the potential impacts that the Pala Road extension may impose on the least Bell's vireo. This scenario assumes all construction equipment required for construction of the road extension would be operating simultaneously, and that vireo nesting sites could be as close as 35 feet from any given construction area. The loudest hourly sound level within the habitat area could potentially be as high as 75.7 dBA, which is above the wildlife habitat noise limit of 60 dBA. Mitigation would therefore be required for construction occurring between March 1 and September 1.

To mitigate construction noise, a ten-foot high wall would be constructed along both sides of the proposed Pala Road extension, as well as along portions of the proposed project's western and eastern boundaries (FigureVI.B-6). Implementation of this measure would lower potentially significant noise levels below the Wildlife Noise Regulation thresholds.

Long-term Impacts

Traffic Noise. The proposed extension of Pala Road is forecast to generate approximately 10,826 average daily trips, with an anticipated average speed of 35 miles per hour. These conditions would produce a 60 dBA Leq-h noise contour extending approximately 160 feet from the edge of the proposed road extension into the adjacent sensitive habitat area to the east. Mitigation would therefore be required to minimize interference with the breeding behavior of the least Bell's vireo residing within the sensitive habitat areas.

Precise grading plans for the proposed roadway extension are not yet known. It is expected, however, that as with construction noise impacts, a barrier would be necessary to lower traffic-generated noise levels below significant levels. This noise barrier would run the entire length of the proposed Pala Road extension, bordering the roadway on both sides, measuring approximately eight- to ten-feet in height (Figure VI.B-6).

Public Services. Impacts to public services would remain unchanged under this alternative.

Transportation/Traffic. Pala Road currently terminates at its southern end at its intersection with Los Arbolitos Boulevard (Figures VI.B-1 and VI.B-2). The City's Circulation Element calls for Pala Road to be extended south and west to connect to Foussat Road. The extension of Pala Road will have the greatest effect on the roadways and intersections in the immediate vicinity of the roadway extension – El Camino Real, North Douglas Drive, Foussat Road, Pala Road, and Mission Avenue.

The RBF Traffic Report prepared for this project (Appendix I) includes an assessment of the Pala Road extension as it relates to the Oceanside Pavilion Project, including an analysis of short-term effects and an analysis of the Horizon Year 2020 effects. Approximately 11,500 vehicles per day are projected to use the off-site Pala Road extension; 5300 of these trips are associated with the Pavilion project. Traffic would increase along Pala Road west of Douglas Drive to Foussat Road, and on Foussat Road north of Mission Avenue to Pala Road.

In the analyses of the short-term scenario, two street segments are improved from deficient or potentially deficient levels of service:

- North Douglas Drive between Pala Road and El Camino Real would be projected to operate at LOS F without the off-site Pala Road extension, and at LOS D with the off-site Pala Road extension.

- Mission Avenue between Foussat Road and El Camino Real would be projected to operate at LOS E without the off-site Pala Road extension, and at LOS B with the off-site Pala Road extension.

All intersections would operate at acceptable levels.

Two Horizon Year 2020 traffic scenarios were done with the off-site Pala Road extension, one with the project and one without the project:

Horizon Year 2020 Traffic Conditions without the Project and with the off-site Pala Road extension. The following seven City of Oceanside roadway segments are projected to operate at less than LOS C (Table IV.K-3):

- Mission Avenue west of the I-5 ramps (LOS D)
- Mission Avenue between the I-5 ramps (LOS E)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
  El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)

Three intersections would operate at unacceptable levels (Table IV.K-4):

- Mesa Drive/El Camino Real, pm peak hour (LOS E)
- Oceanside Boulevard/El Camino Real, pm peak hour (LOS E)
- SR 76/College Boulevard, pm peak hour (LOS E)

Horizon Year 2020 Traffic Conditions with the Project and with the off-site Pala Road extension. The same seven roadway segments noted above for Horizon Year 2020 without the project would be impacted:

- Mission Avenue west of the I-5 ramps (LOS D)
- Mission Avenue between the I-5 ramps (LOS E)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS E)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)

An additional roadway segment would be impacted with the addition of the project:

- Mission Avenue between Foussat Road and El Camino Real (LOS E)

Three intersections would operate at unacceptable levels (Table IV.K-4):

- Mesa Drive/El Camino Real, pm peak hour (LOS E)
- Oceanside Boulevard/El Camino Real, pm peak hour (LOS E)
- SR 76/College Boulevard, pm peak hour (LOS E)

The following roadway segments are forecast to operate at unacceptable LOS during the Horizon Year 2020 with Pala Road extension. The following roadway segments are forecast to be significantly impacted by this project:

- Mission Avenue between Foussat Road and El Camino Real (Direct Impact)
- North Douglas Drive between North River Road and Pala Road (Indirect Impact)
- North Douglas Drive between Pala Road and El Camino Real (Indirect Impact)

The following intersection is forecast to operate at unacceptable LOS during the Horizon Year 2020 with Pala Road extension and is significantly impacted by the proposed project:

- SR 76 / Rancho del Oro Drive (Indirect Impact)

The impact to traffic from the trucks hauling fill material from El Corazon (or from an alternative site) to the project site would increase. The building of the Pala Road extension would require approximately 154,000 cubic yards of fill. If all of this material comes from El Corazon, it would require an additional approximately 23 working days of hauling. This is not projected to worsen the impact on any street segment or intersection, but it would extend the impact to traffic for the additional 23 working days.

Two impacts were noted as not mitigated to below a level of significance for the proposed project (Section IV.K). A short-term impact to the roadway segment of El Camino Real between Mesa Drive and Oceanside Boulevard was identified due to truck traffic hauling dirt. This off-site Pala Road extension Alternative would lengthen the duration of that impact, as more dirt would need to be hauled to construct the off-site Pala Road extension. Short-term and long-term impacts to the

roadway segment of North Douglas Drive between North River Road and Pala Road were identified, with a projected LOS of E. An LOS of E is also projected with this Alternative. As such, the off-site Pala Road extension Alternative would not eliminate or reduce the significant, not mitigable impacts called out for the proposed project.

Utilities.

The roadway extension would have to be designed to meet SDG&E standards for a minimum clearance of 35 feet from the road surface to the existing wires. This may entail designing the road at the lowest elevation possible, that does not flood during 100-year storm events, or, as an alternative, raising the power lines. In most situations the raising of transmission lines for a project this size is economically infeasible. Alternatively, the road would have to be relocated further to the east to avoid impacts associated with the transmission lines.

In summary, this alternative would meet the project objectives and would be consistent with the Circulation Element requirement to construct the Pala Road extension. While the extension of Pala Road would improve the LOS at some area intersections and roadway segments, other improvements and creative measures could be implemented on three roadway segments and two intersections:

- Mission Avenue between Foussat Road and El Camino Real (project frontage). Installation of a dedicated right turn lane westbound and dual eastbound left turn lanes at the project access road would improve traffic flow along Mission Avenue.

- El Camino Real between Los Arbolitos Boulevard and Mission Avenue. Installation of a second northbound left turn lane from El Camino Real onto Los Arbolitos Boulevard would improve northbound traffic flow on El Camino Real.

- North Douglas Drive between Pala Road and El Camino Real. Installation of dual northbound left turn lanes at Pala Road would improve traffic flow on Douglas Drive.

- Intersection of SR 76 and Rancho del Oro Drive. Restriping the northbound approach to provide an exclusive right turn lane and right turn overlap phase would improve LOS to D.

- Intersection of Pala Road and North Douglas Drive. Modification of the traffic signal and phasing to include an eastbound right-turn overlap from Pala Road onto North Douglas Drive. In conjunction with the improvement on the roadway segment noted above, these measures would improve LOS to C.

Finally, temporary impacts such as noise would be extended, due to the increased truck traffic needed to haul fill for the roadway, and permanent noise impacts would result to sensitive species occurring in Park Pond due to increased traffic. This alternative would result in greater impacts to biological resources. For these reasons, it is not considered environmentally preferable.

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AERIAL VIEW, PALA ROAD EXTENSION

FIGURE VI.B-1

PROFILE OF OFFSITE PALA ROAD EXTENSION

SCALE: HORIZ. 1" = 100'
VERT. 1" = 20'

SECTION DETAIL - PALA ROAD
NO SCALE

SCALE: 1" = 100'

PREPARED: FEB. 29, 2008

O'Day CONSULTANTS
3210 Loker Avenue West, Suite 100, Carlsbad, California 92010
760-931-7700 Fax:760-931-8560
Civil Engineering, Planning, Processing, Surveying

SOURCE: O'DAY CONSULTANTS, 2008

OFFSITE PALA ROAD EXTENSION GRADING CONCEPT

FIGURE VI.B-2

CONCEPTUAL GRADING, PALA ROAD EXTENSION

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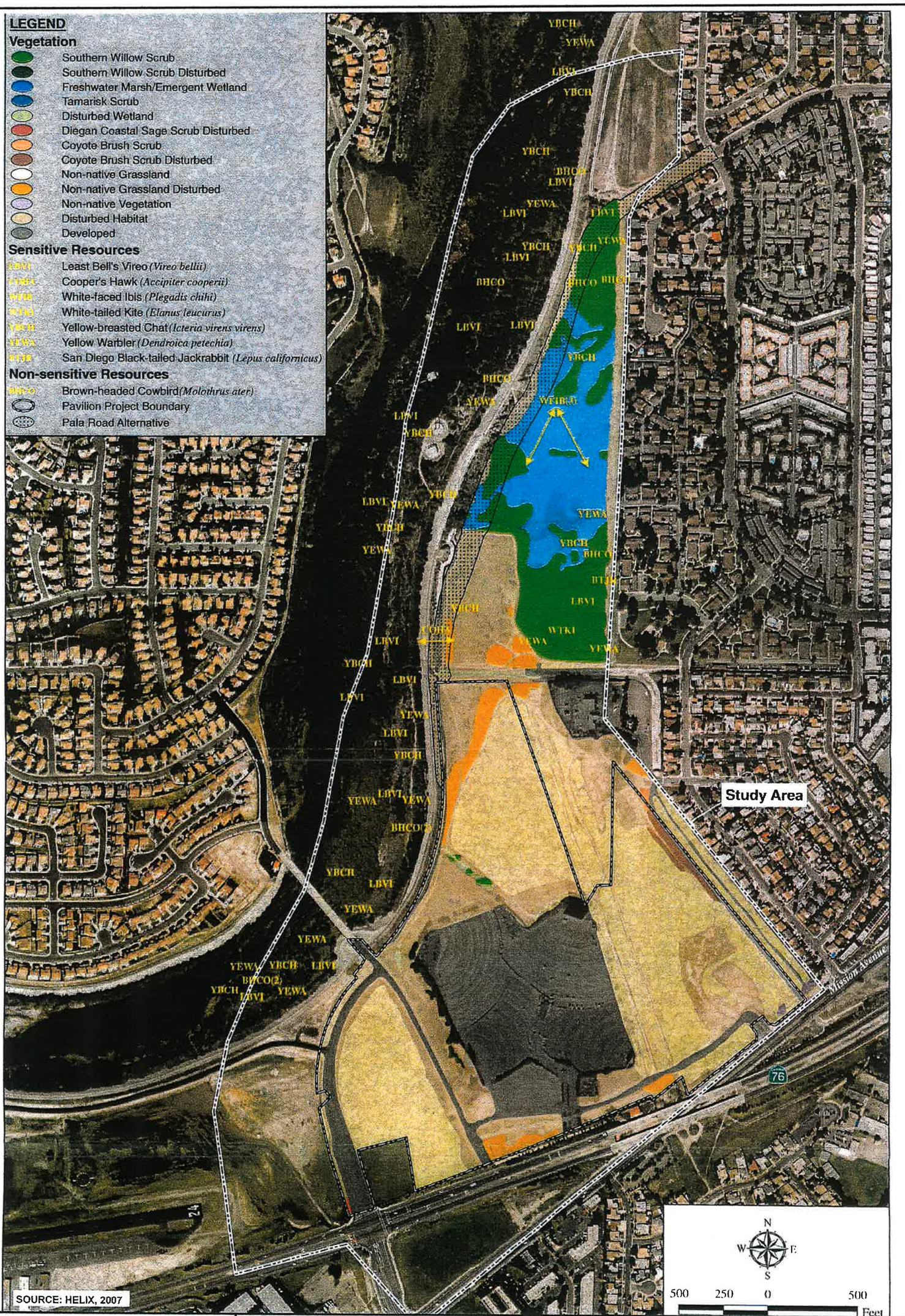

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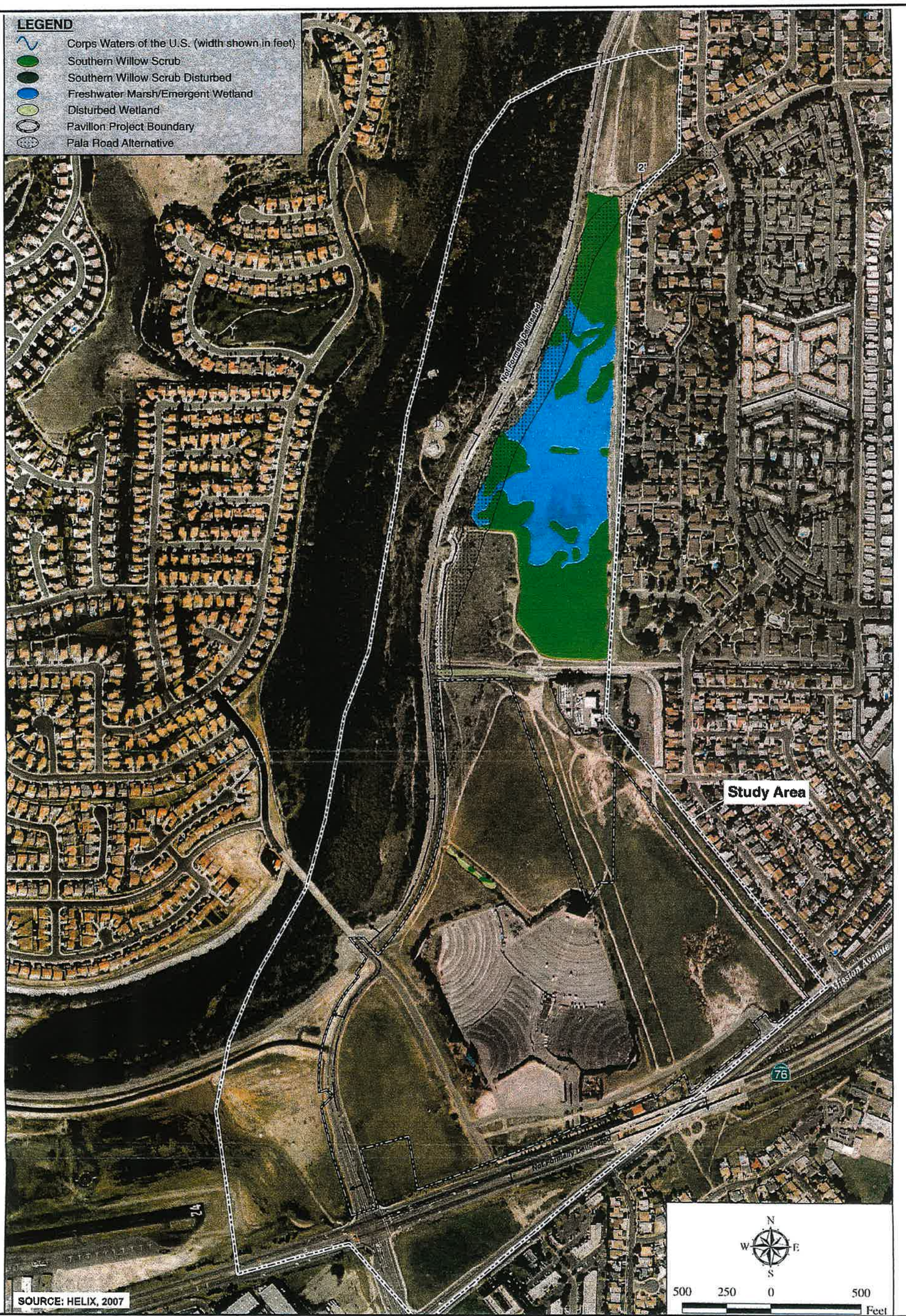
BIOLOGICAL IMPACTS
PALA ROAD ALTERNATIVE

FIGURE VI.B-3



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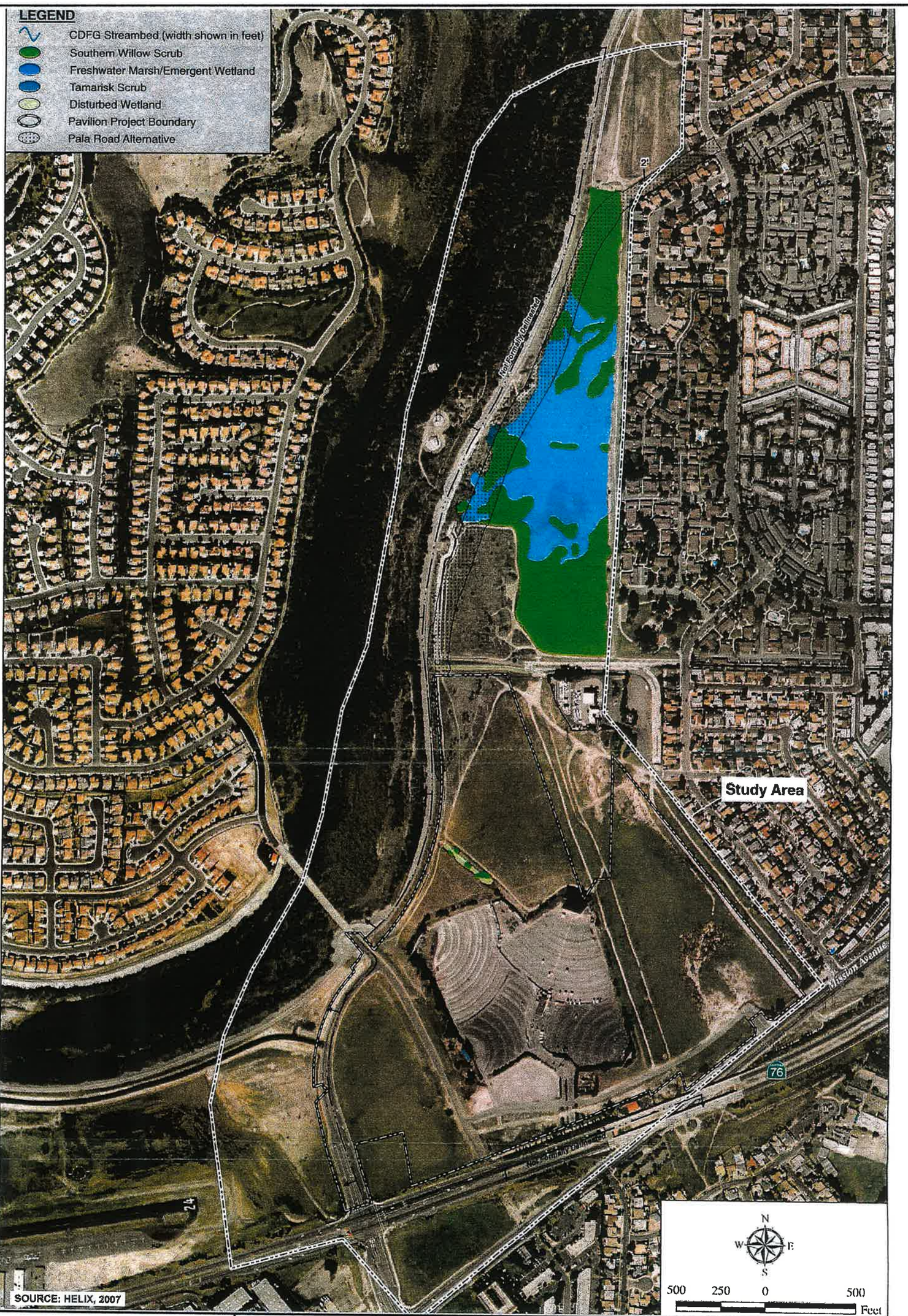
PALA ROAD ALTERNATIVE
CORPS JURISDICTIONAL AREAS

FIGURE VI.B-4



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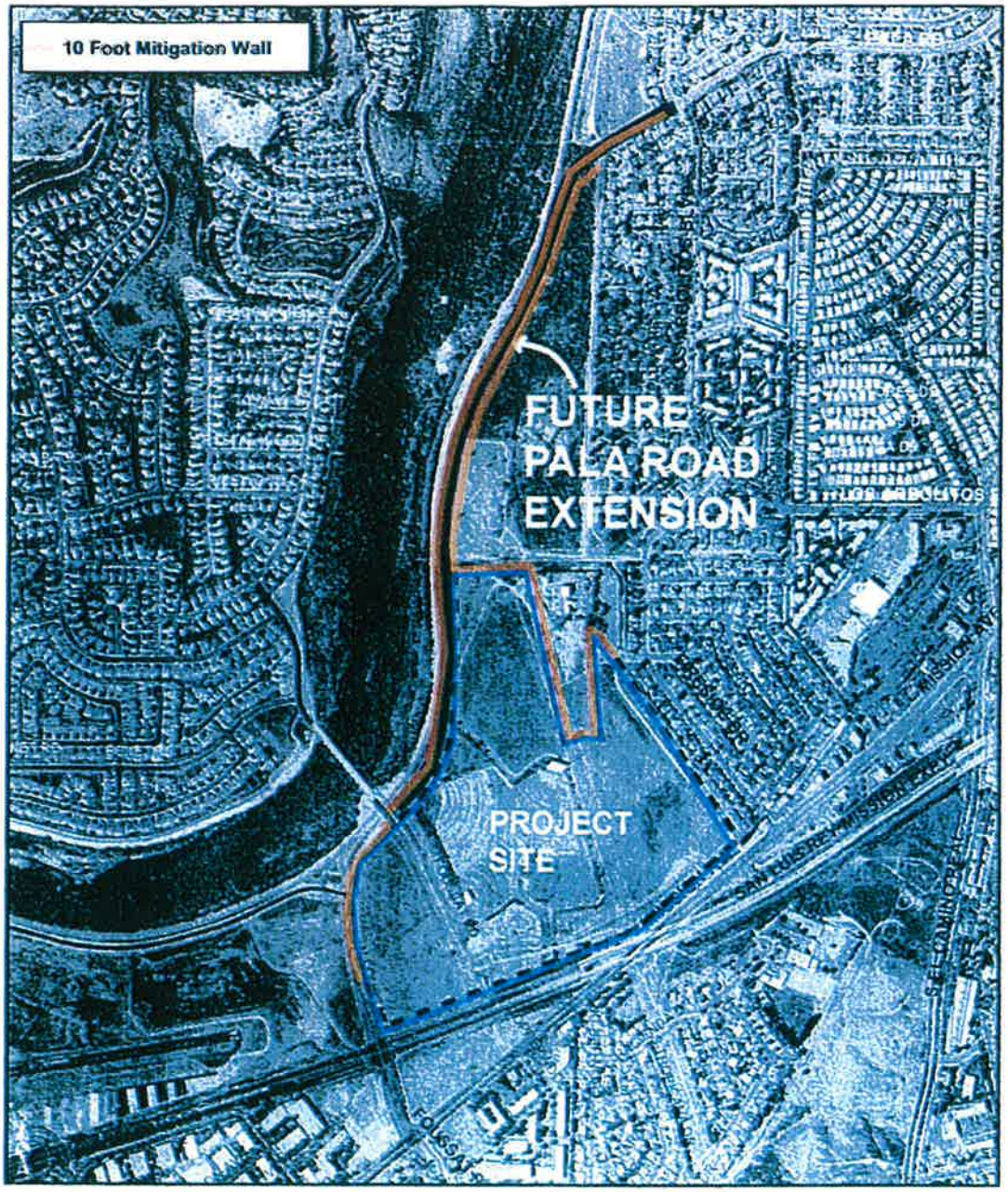
PALA ROAD ALTERNATIVE
CDFG JURISDICTIONAL AREAS

FIGURE VI.B-5



SOURCE: ISE, 2008

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**NOISE WALL LOCATION**	**FIGURE VI.B-6**

C. REDUCED PROJECT/DRAFT SUBAREA PLAN ALTERNATIVE

Because the proposed project would be inconsistent with the Draft HCP due to corridor width, it would result in significant, adverse impacts to land use and biological resources. As detailed in Chapter IV.C of this EIR, the City of Oceanside convened a Science Review Panel (SRP) to recommend alternative development configurations to further the goals of the Draft HCP regarding habitat connectivity for regional movement of the coastal California gnatcatcher. After further consultation with the project biologist, the SRP, the resource agencies, and the City of Oceanside, it was determined that the Wildlife Corridor Route 2 (On-site Eastern Corridor) was the preferred biological resource alternative among the configurations considered.

This alternative also represents a reduced-project size alternative. While it would still provide an approximately 950,000 sq ft commercial shopping center, approximately 4 acres along the eastern site boundary (following the 100 ft-wide SDG&E transmission corridor) would remain undeveloped and be revegetated to serve as a functioning habitat corridor and linkage. This corridor area would be revegetated to provide a 200 foot-wide corridor primarily for gnatcatcher movement when combined with the 4 acres of adjacent off-site habitat, thus meeting the intent of the HCP. All other project features would remain unchanged, with the exception of modified placement of some of the proposed structures and necessary changes to internal circulation (Figure VI.C-1). The signalized entry from Mission Avenue would be relocated approximately 50 feet to the west, and a small area of existing street dedication at the current intersection would be vacated. The proposed bus stop within the project site would be moved farther south toward Mission Avenue, and landscaped areas would be reduced (to 18% as opposed to 21.5% of the site), though still exceeding the minimum zoning requirement of 15%, and native habitat would increase with the restoration of the on-site 4-acre corridor.

Aesthetics. Implementation of this alternative would result in the provision of a revegetated strip approximately 100 feet wide on the eastern site boundary. The overall appearance of the project would remain unchanged as grading quantities and architecture would be the same as the proposed action, and thus no new impacts associated with landform alteration or aesthetics would be expected to occur. Existing and simulated views from Vantage Point #5 done in the visual study to depict the mass and bulk of the structures are shown in Figures VI.C-2 and 3.

Air Quality. No significant new impacts associated with air quality would be expected to occur. The project's cumulative contribution to GHG would still remain significant and unmitigable.

Biological Resources. Implementation of this alternative would impact 88.3 acres of the property, as opposed to 92.3 acres with the proposed project (Figure VI.C-4). A breakdown of impacts is provided in Table VI.C-1. While the difference in biological impacts would be small (avoiding 0.70 acre of coyote brush scrub, 1.7 acre of non-native grassland, 0.9 acre of non-native vegetation, and 0.7 acre of disturbed habitat), it would provide the onsite portion of the 200-foot wide corridor evaluated as Wildlife Corridor #2 evaluated by the SRP. If approved by the City and resource agencies, this area would be revegetated with native, fire resistant species that would support the use of the corridor by dispersing gnatcatchers. It should be noted that this area includes a concrete

Table VI.C-1. Biological Impacts, Reduced Project/Draft Subarea Plan Alternative

HABITAT TYPE/GROUP	ACRES IMPACTED	MITIGATION RATIO	MITIGATION ACRES REQUIRED	ACRES PRESERVED ON-SITE
Southern willow scrub/A	0.12	3:1	0.36	0.00
Disturbed southern willow scrub/A	0.39	2:1	0.78	0.00
Disturbed wetland/A	0.22	2:1	0.44	0.00
SUBTOTAL GROUP A*	0.73		1.58	0.00
Coyote brush scrub/C	0.00	3:1	0.00	0.70
Non-native grassland/E	39.80	0.5:1	19.90	1.70
Non-native vegetation/F	0.10		0.00	0.00
Disturbed habitat/F	21.00		0.00	0.90
Developed/F	26.7 0		0.00	0.70
SUBTOTAL GROUP F	47.80		0.00	
TOTAL	88.30		21.50	4.00

* 0.27 acre is considered ACOE jurisdictional, and 0.28 acre CDFG jurisdictional.

covered storm drain culvert throughout its length that would remain in place, as well as small storm drain swales that would be planted with native species.

As this alternative does not include the Pala Road extension, the area designated as Restoration Priority Area 3 in the Draft HCP would be avoided. Thus, it would also be consistent with the Draft HCP to minimize impacts to wetland habitats and sensitive species.

Cultural and Paleontological Resources. Impacts to cultural/paleontological resources would be the same as under the proposed project. No significant sites/resources have been identified, but monitors will be present during project grading.

Geology/Soils. Impacts would be the same as under the proposed project. Significant impacts associated with potential ground settlement would be mitigated by incorporating the measures outlined in Chapter IV.E of this EIR.

Hazards and Hazardous Materials. Impacts would be the same as under the proposed project. Significant impacts associated with potential soil contamination would be mitigated by incorporating the measures outlined in Chapter IV.F of this EIR. The modifications in building layout are very minor in areas of concern near the airport, and final placement would be subject to review and concurrence as part of the ALUC conditions and FAA review.

Hydrology and Water Quality. The overall hydrology of the site is largely the same with this alternative as with the proposed project. This alternative design (Figure VI.C-5) proposed approximately 15.8 acres of pervious area, an increase of 2.0 acres over the proposed project, which is an approximately 14 percent increase. Water quality measures would be done with the same approaches as discussed for the proposed project. Locations of BMPs would change with this different design; these locations are shown on Figure VI.C-6). Total length of vegetated swale would be approximately 9800 feet, approximately 600 feet less than the proposed project. Total area of vegetated buffer strip would be approximately 31,850 square feet, more than double the area with the proposed project.

Land Use. Implementation of this alternative would resolve potentially significant, unmitigable impacts associated with land use as it would not preclude the future implementation of the City's Draft HCP.

Noise. No increase to noise impacts would occur with this alternative; some slight decrease in temporary construction noise would be expected with preservation of the 4-acres on the eastern site boundary. Fewer HVAC units would be require (Figure VI.C-7). The 100-foot wide buffer would provide additional separation between the project and residential development to the east (Figure VI.C-8).

Public Services. Impacts to public services would not increase with implementation of this alternative. The proposed water and sewer system layouts would change slightly to accommodate

the altered project layout under this alternative (Figures VI.C-9 and VI.C-10 respectively), but no additional impacts to these services would occur.

Transportation/Traffic. Impacts to traffic would not change with implementation of this alternative.

Utilities. Impacts to utilities would remain unchanged with implementation of this alternative.

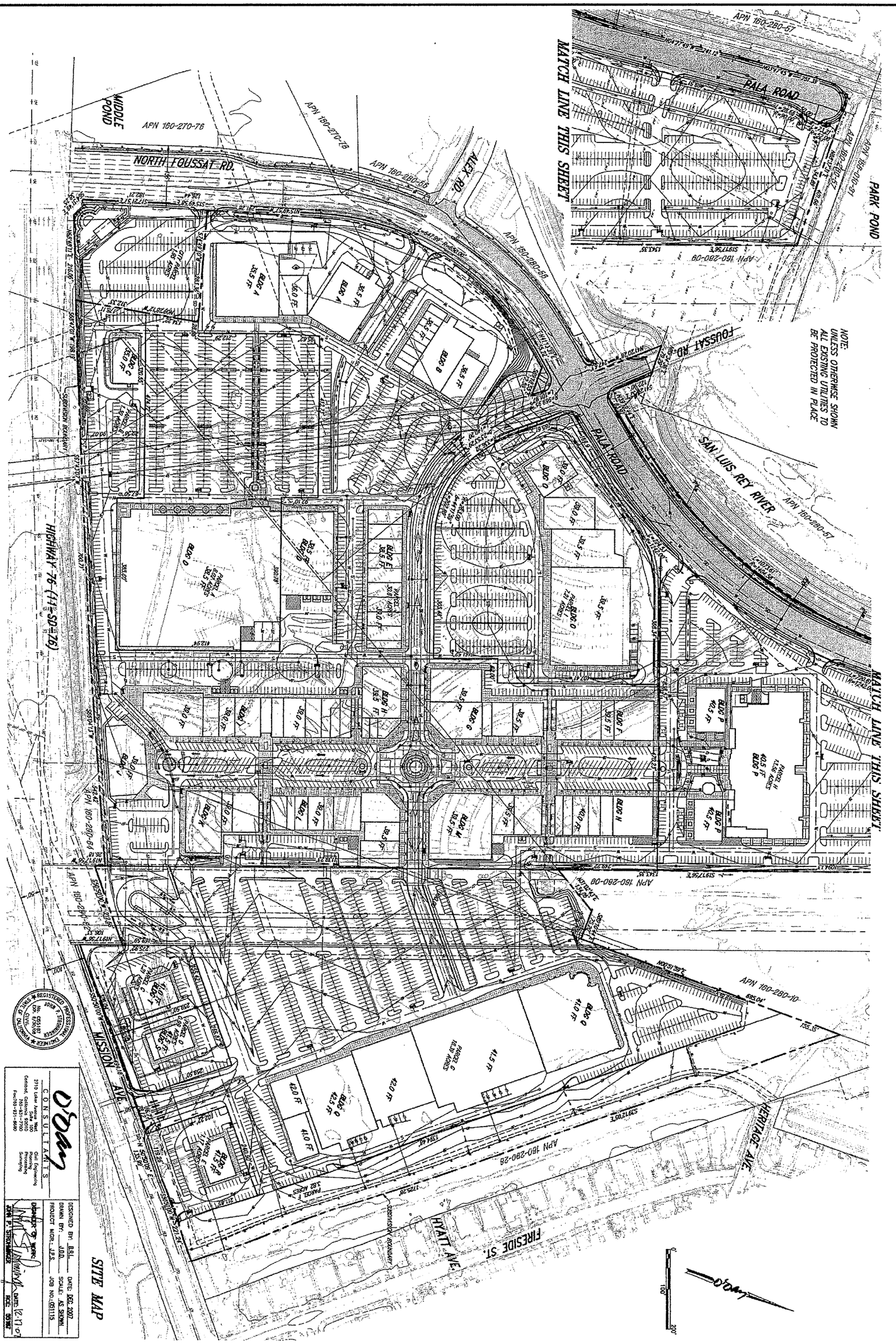
Because this alternative would meet the project objective, would not increase adverse effects, and would avoid significant unmitigable impacts to land use and biological resources with respect to future implementation of the Draft HCP, it is concluded to be environmentally preferable to the proposed project.

Table VI.C-2
Comparison of Significant Impacts, Project Alternatives

CATEGORIES	PROPOSED PROJECT	NO PROJECT	PALA ROAD ALTERNATIVE	REDUCED DENSITY/ SUBAREA PLAN ALTERNATIVE
AESTHETICS	▪ No significant impacts	▪ No impacts related to aesthetics	▪ No new impacts related to aesthetics	▪ No new impacts to on-site development (overall appearance of the proposed project would remain unchanged)
AIR QUALITY	▪ Cumulative contribution to greenhouse gases would be significant and unmitigable	▪ No impacts to air quality	▪ Cumulative contribution to greenhouse gases would remain significant and unmitigable	▪ Cumulative contribution to greenhouse gases would remain significant and unmitigable
BIOLOGICAL RESOURCES	▪ Direct loss of 0.73 acre of the following habitats: southern willow scrub, freshwater marsh/emergent wetland, disturbed wetland, and tamarisk scrub ▪ Impact to 0.70 acre of coyote brush scrub habitat ▪ Impact to 41.50 acres of non-native grassland ▪ Impact to 49.40 acres of the following habitats: (non-native vegetation, disturbed, and developed) ▪ Proposed project is not in compliance with the Draft HCP due to corridor width	▪ No impacts to biological resources	▪ Direct loss of an additional 4.56 acres of the following habitats: southern willow scrub, freshwater marsh/emergent wetland, disturbed wetland, and tamarisk scrub (net total of 5.29 acres) ▪ Direct loss of an additional 0.7 acre of non-native grassland (net total of 42.2 acres) ▪ Direct loss of an additional 4.8 acres of the following habitats: non-native vegetation, disturbed, and developed (net total of 54.2 acres) ▪ Direct impact to an additional 4.35 acres of ACOE jurisdictional waters and 4.56 acres of CDFG jurisdictional waters (see Appendix C) ▪ Impact to four sensitive animal species within the area (federal- and state-listed Endangered least Bell's vireo, and yellow-breasted chat, yellow warbler, and Cooper's hawk) ▪ Significant direct loss of habitat for least Bell's vireo and Southwestern willow flycatcher ▪ Potential indirect biological impacts include non-native plant colonization of previously undisturbed areas, construction and operational noise may induce animal breeding behavioral changes, night lighting and other adverse edge effects ▪ Southern portion of the roadway alignment would traverse Restoration Priority Area 3, as identified in the Draft HCP	▪ Impact to 0.73 acre of the following habitats: southern willow scrub, freshwater marsh/emergent wetland, disturbed wetland, and tamarisk scrub ▪ Impact to 39.80 acres of non-native grassland ▪ Impact to 47.80 acres of the following habitats: non-native vegetation, disturbed, and developed ▪ Alternative would be consistent with Draft HCP
CULTURAL AND PALEONTOLOGICAL RESOURCES	▪ The southern portion of the proposed project is occupied by archaeological site CA-SDI-5445. No significant impacts to identified cultural historical resources are anticipated. ▪ Impacts to buried cultural resources that may unearth during project construction and grading would be considered significant.	▪ No impacts to cultural or paleontological resources	▪ The southern portion of the proposed alignment would traverse archaeological site CA-SDI-5445 which has cultural significance to the San Luis Rey Band community; an archaeological monitoring program would be required ▪ Paleontological monitoring program would be required in the event that buried fossil materials are uncovered during grading/construction	▪ Potential impacts to cultural and paleontological resources would remain the same as under the proposed project
GEOLOGY/SOILS	▪ Subsurface soils on-site have a moderate potential to cause ground settlement from liquefaction and dynamic compaction	▪ No impacts to geology/soils	▪ Presence of loose fill soils may result in future settlement; removal and replacement as compacted fill is required to mitigate ▪ Presence of shallow groundwater and relatively high potential for strong seismic ground shaking make site for proposed extension susceptible to liquefaction and associated hazards	▪ Impacts remain the same as under the proposed project
HAZARDS AND HAZARDOUS MATERIALS	▪ Testing of soils onsite found 6 samples to contain concentrations of two restricted agricultural residues (five samples for dieldrin and one for toxaphene) that were slightly above the thresholds established by the PRGs. Placement of these soils at depths of 2 to 3 feet below surface level, and a minimum of 7 feet above groundwater in an area to be used for parking would reduce all potential impacts to less than significant levels.	▪ No impacts involving hazardous materials	▪ A hazardous materials study has not been performed and would be required prior to implementation of this alternative	▪ Impacts remain the same as under the proposed project

Table VI.C-2 Continued
Comparison of Significant Impacts, Project Alternatives

HYDROLOGY AND WATER QUALITY	▪ No significant impacts to hydrology or water quality are anticipated to result from project development; incorporation of Best Management Practices into project design would reduce any potential impacts to water quality to a level below significance.	▪ No impacts to hydrology/ water quality	▪ Reduction of Park Pond storage capacity by approximately 55 acre-feet, thereby reducing the pond's ability to contain runoff from unforeseen circumstances ▪ Reduction of Park Pond by approximately 4.5 acres, resulting in a loss of 17 percent of riparian/wetland habitat as well as lowering the absorption capability of the pond, thus reducing runoff water quality ▪ Vehicles utilizing the Pala Road extension would release hydrocarbons on the roadway which may be carried off in storm runoff	▪ No significant impact changes from the proposed project
LAND USE	▪ Proposed project is inconsistent with Draft HCP	▪ No impacts related to land use	▪ No additional impacts to land use ▪ Alternative would be consistent with City's Circulation Element	▪ Alternative would be consistent with Draft HCP
NOISE	▪ No significant impacts generated by the proposed project	▪ No impacts related to noise	▪ Temporary noise increase associated with construction may impact nesting and breeding habits of the least Bell's vireo ▪ Long-term nose increases due to traffic utilizing the Pala Road extension would likely interfere with the breeding behavior of the least Bell's vireo residing within the sensitive habitat areas adjacent to the proposed alignment	▪ No increase to noise impacts under this alternative as compared to the proposed project. ▪ Potentially slight decrease in temporary construction noise with the preservation of the 4 acres on the site's eastern boundary
PUBLIC SERVICES	▪ No significant impacts to public services; all increased demands can be met and shall be supported by the project through increased revenues to the City generated by sales tax paid by new customers	▪ No impacts related to public services	▪ No additional impacts to Public Services under this alternative	▪ No additional impacts to public services
TRANSPORTATION/TRAFFIC	▪ Project would have a significant impact – either directly or indirectly – on three roadway segments ▪ Project would have a significant impact on two intersections	▪ No additional impacts to traffic – roadway segments and intersections currently operating at deficient levels of service would remain as such	▪ Improvement of level of service standards at two street segments under short-term scenarios and three street segments under long-term scenarios	▪ Impacts to traffic would remain the same as under the proposed project
UTILITIES	▪ The proposed project would not have a significant impact on utilities. Increased demands for all utility services generated by the project can be met.	▪ No impacts involving utilities	▪ Road extension would be traversed by SDG&E transmission lines. Alternative will have to be designed to meet SDG&E standards for a minimum clearance of 35 feet from the road surface to the existing wires	▪ No additional impacts to utilities



SOURCE: O'DAY CONSULTANTS, 2008

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REDUCED PROJECT/
DRAFT SUBAREA PLAN ALTERNATIVE

FIGURE VI.C-1

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**EXISTING VIEW 5**	**FIGURE VI.C-2**

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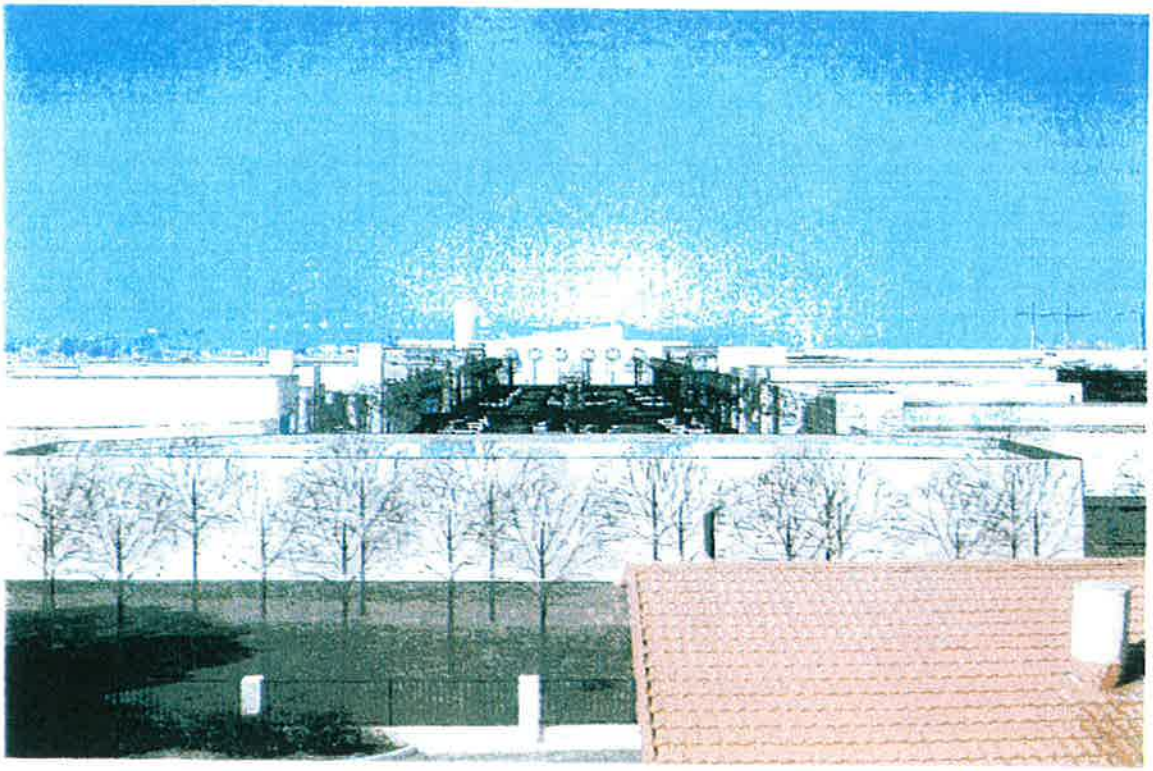

WITH EXISTING BUILDING IN FOREGROUND

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**SIMULATED VIEW 5**	**FIGURE VI.C-3**

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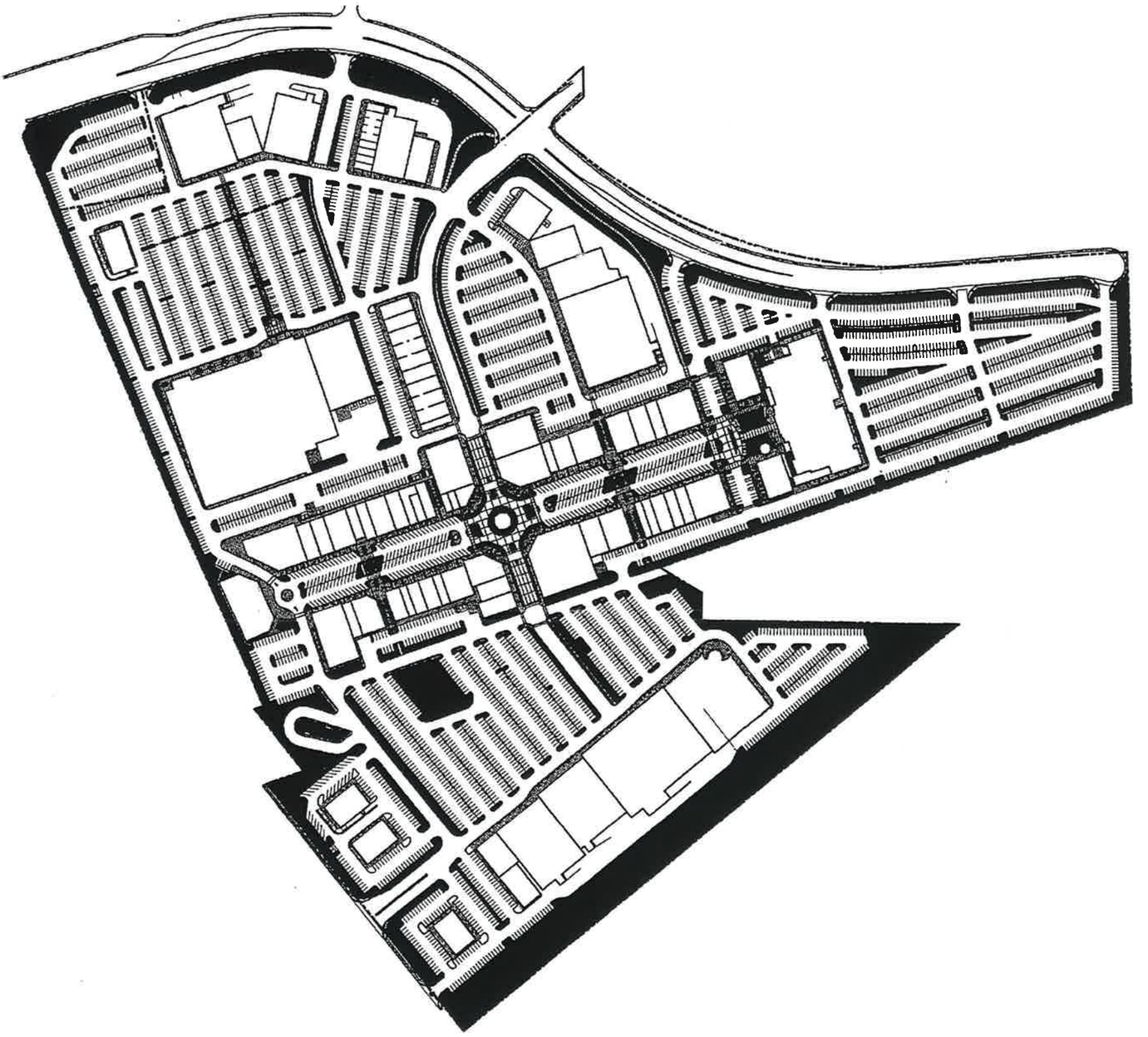
**REDUCED PROJECT/
DRAFT SUBAREA PLAN ALTERNATIVE
BIOLOGICAL IMPACTS**

FIGURE VI.C-4

SOURCE: O'DAY CONSULTANTS, 2007



LEGEND
PROJECT BOUNDARY
PERVIOUS AREA

POST DEVELOPMENT IMPERVIOUS AREAS = 76.2 ACRES
POST DEVELOPMENT PERVIOUS AREAS = 13.8 ACRES
TOTAL SITE AREA = 90.0 ACRES

0' 75' 150' 300'

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POST DEVELOPMENT PERVIOUS AREAS - REDUCED PROJECT/ DRAFT SUBAREA PLAN ALTERNATIVE

FIGURE VI.C-5

SWMP EXHIBIT
FOR
OCEANSIDE PAVILION

LEGEND

DESCRIPTION	SYMBOL	QUANTITY
PROJECT BOUNDARY		
BASIN BOUNDARY		
VEGETATED SWALE		9,850 L.F.
EXISTING CONTOUR		
PROPOSED CONTOUR		
STORM DRAIN		
EXISTING STORM DRAIN		
RESTAURANT		
INLET FILTER (PRIVATE STORM DRAIN)		44 EA.
*INLET FILTER (PUBLIC STORM DRAIN)		3 EA.
VEGETATED BUFFER STRIP		31,850 SF.
DEPRESSED TRUCK DOCK WITH INLET FILTER (PRIVATE STORM DRAIN)		7 EA.
COVERED TRASH ENCLOSURE OR ATTACHED LID		13 EA.

* OR AS DIRECTED BY CITY OF OCEANSIDE CONTACT DAN AVISE

SOURCE: O'DAY CONSULTANTS, 2008

FIGURE VI.C-6

DRAINAGE PLAN INCLUDING BMP STRUCTURES
REDUCED PROJECT/
DRAFT SUBAREA PLAN ALTERNATIVE

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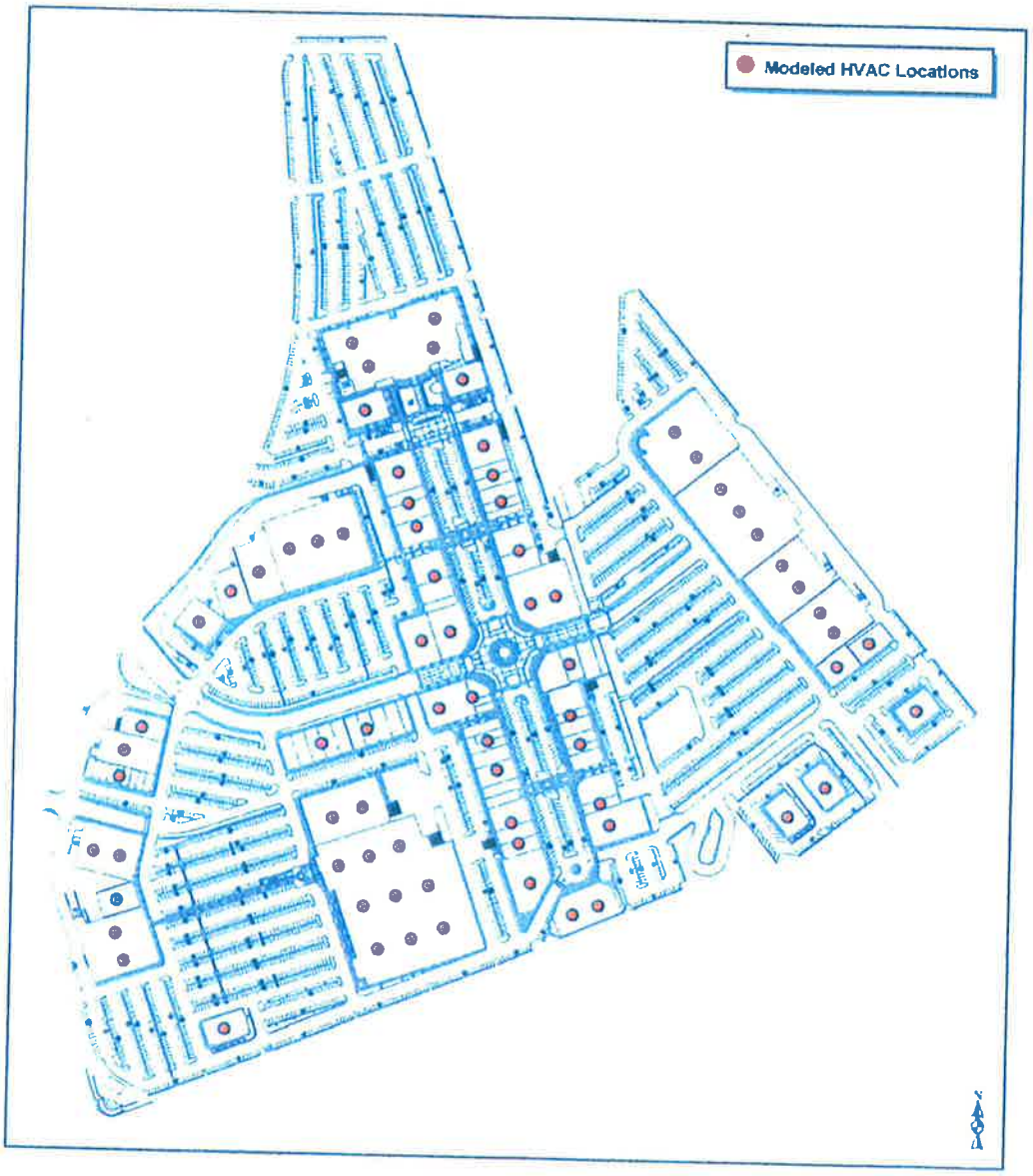

SOURCE: ISE, 2008

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**HVAC EXHIBIT - REDUCED PROJECT/ DRAFT SUBAREA PLAN ALTERNATIVE**	**FIGURE VI.C-7**

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SOURCE: ISE, 2008

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**NOISE EXHIBIT - REDUCED PROJECT/ DRAFT SUBAREA PLAN ALTERNATIVE**	**FIGURE VI.C-8**

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10-INCH REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER

8-INCH FIRELINE METER

± 200' UTILITY EASEMENT

PAVILION PROJECT PROPERTY BOUNDARY

SAN LUIS REY RIVER

FOUSSAT ROAD

PALA ROAD

MISSION AVENUE

HIGHWAY 76 EXPRESSWAY

± 70' UTILITY EASEMENT

8-INCH FIRELINE METER

10-INCH REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER

LEGEND

- EXISTING 320 ZONE WATER LINE
- PROPOSED 8" PRIVATE 320 ZONE WATER LINE
- PROPOSED 10" PRIVATE 320 ZONE WATER LINE
- PROPOSED 8" PUBLIC 320 ZONE WATER LINE
- PROPERTY LINE
- HYDRANT AND 6" HYDRANT LATERAL

N

300 150 0 300 FEET

SCALE: 1" = 300'

SOURCE: DEXTER WILSON ENGINEERING, INC., DECEMBER 19, 2007

FIGURE VI.C-9

WATER SYSTEM EXHIBIT - REDUCED PROJECT/SUBAREA PLAN ALTERNATIVE

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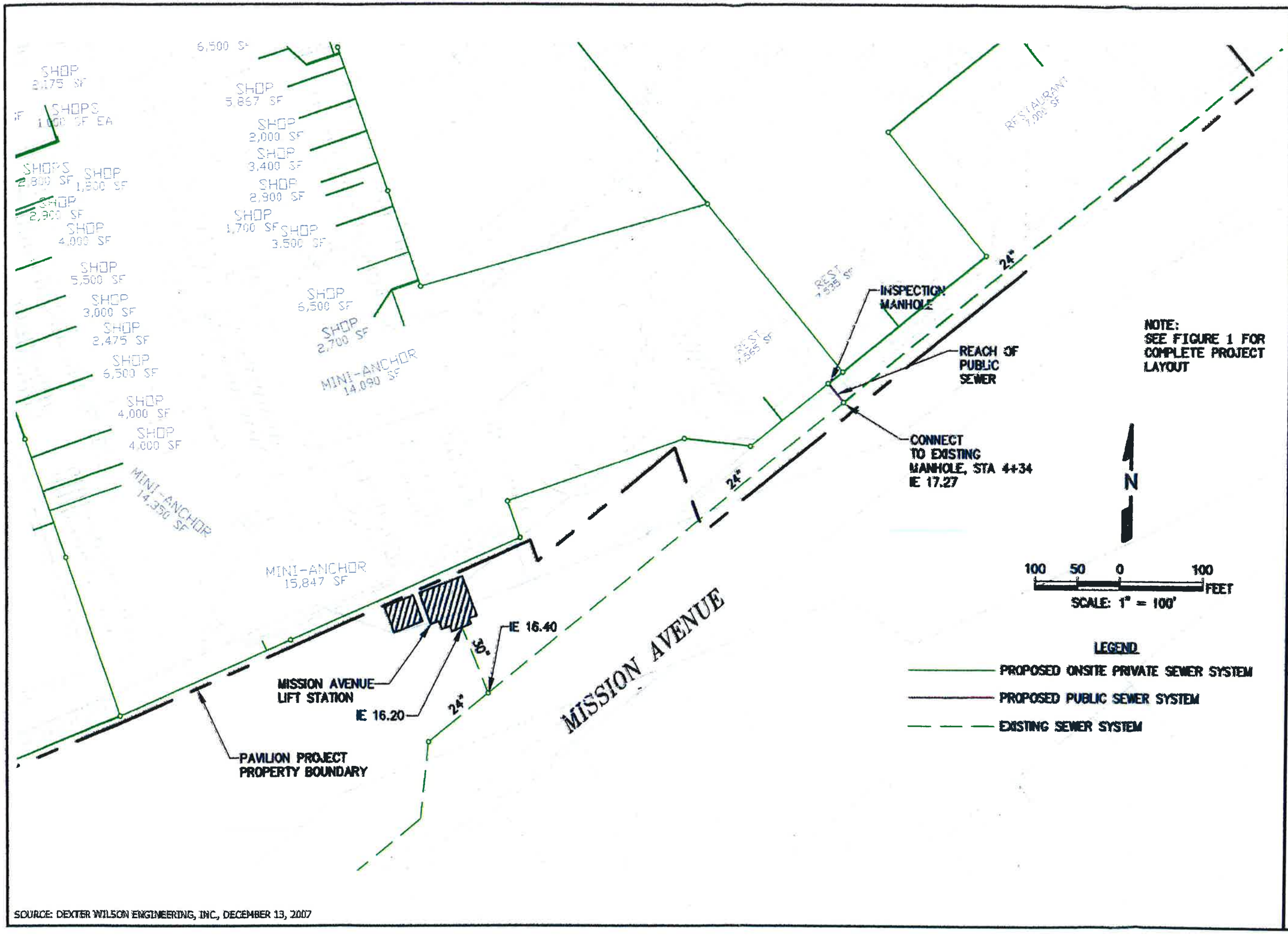

SOURCE: DEXTER WILSON ENGINEERING, INC, DECEMBER 13, 2007

FIGURE VI.C-10

SEWER SYSTEM AND CONNECTION EXHIBIT -
REDUCED PROJECT/
DRAFT SUBAREA PLAN ALTERNATIVE

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VII CUMULATIVE IMPACTS

The CEQA Guidelines define cumulative impacts as two or more individual effects, which, when considered together are potentially considerable, or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant development taking place over a period of time (CEQA Guidelines, Section 15355). The cumulative impact of the development is the change in the environment which results from the incremental impact of the development when added to other closely related past, present, and reasonably foreseeable future developments.

The traffic study prepared for the Pavilion at Oceanside identified 25 potential developments within the vicinity of the proposed project that have been planned, approved, are under construction, or have been recently completed. These include a mix of residential, industrial, institutional, and commercial projects (Table VII-1). The individual and cumulative impacts of each of these projects have been or will be evaluated in other CEQA documents, which are on file with (or will be on file with) the City of Oceanside's Planning Department.

This chapter summarizes the cumulative impacts that would result from the implementation of the Pavilion at Oceanside in combination with the other 25 identified projects. Development impacts for each issue are detailed within the relevant portions of Chapter IV, Environmental Analysis.

The following issues may contribute to cumulative impacts:

Air Quality/Greenhouse Gas Emissions. The California State Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32, or AB 32), which requires the California Air Resources Board (CARB) to develop regulations and policies to eventually reduce the state's greenhouse gas (GHG) emissions by 25% by 2020 compared to 1990 levels. For purposes of analyzing the impacts associated with GHG emissions for the Pavilion at Oceanside, a technical report was prepared by Investigative Science and Engineering (see Appendix B). The more prevalent greenhouse gases identified in that study include carbon dioxide (CO_2, contributing approximately 3.6% of total GHG gases worldwide), water vapor (H_2O, contributing 95% of GHG emissions), methane (CH_4, 0.36%), nitrous oxide (N_2O, 0.95%), and halocarbons/perflurocarbons (PFCs, 0.072%).

The analysis done for the proposed project focused on quantifying CO_2 and N_2O emissions expected to be generated by project-related traffic, small engine utilization (for ongoing maintenance of the shopping center), and natural gas consumption. It was concluded that the project would generate an aggregate equivalent GHG load (with N_2O emissions expressed as an equivalent CO_2 level) of 78,165.1 pounds of CO_2 per day. The local annual warming effect to this level of emissions was found to be 0.0077 °F. The project's contribution to statewide CO_2 wold be roughly 0.0000577% (see page 21 of GHG analysis, Appendix B).

Table VII.1. Cumulative Developments

DEVELOPMENT NAME	LOCATION	DESCRIPTION	STATUS	JURISDICTION
Seagate Corporate Center	Rancho Del Oro at Ocean Ranch Drive	Industrial Building	Planning	Oceanside
Ocean Ranch	Ocean Ranch Drive at Corporate Centre	Industrial Buildings	Under construction	Oceanside
Monarch Del Oro	Near Rancho Del Oro at Vista Way	Residential/Commercial	Under construction	Oceanside
Oceanside Marketplace	Oceanside Boulevard at Arroyo Avenue	Office/Restaurant	Planning	Oceanside
The Casitas at Spring Creek	Melrose Drive south of S.R. 76	Homes	Under construction	Oceanside
Hi Hope Ranch	Melrose Drive north of S.R. 76	Homes	Under construction	Oceanside
Pacific Coast Business Park	College Boulevard and Old Grove Road	Industrial buildings	Under construction	Oceanside
Mission Ave. Affordable Housing	Mission Avenue and Airport Road	Residential	Under construction	Oceanside
Oceanpointe Multi-Family	S.R. 76 and El Camino Real	Residential	Planning	Oceanside
The Belvedere Mixed-Use	Mission Avenue and Horne Street	Mixed Use	Approved	Oceanside
Sea Cliff Residential	Coast Highway, south of San Luis Rey River	Residential	Under construction	Oceanside
Oceanside Pier Resort	Pacific Street and SeaGaze	Mixed use	Under construction	Oceanside
South Coast Baptist Church	Mesa Drive and El Camino Real	Institutional	JERRY - STATUS?	Oceanside

NCTD Mixed Use	Vandergrift and North River Road	Mixed Use	Under construction	Oceanside
VUSD Magnet School	North Santa Fe Avenue and S.R. 76	Institutional	Under construction	Oceanside
Wilmont Ranch	Douglas Drive and Vandergrift	Residential	Under construction	Oceanside
Wanis View Estates	Benet Road	Residential	Completed	Oceanside
Benet Industrial Center	Benet Road	Industrial	JERRY??	Oceanside
Mission San Luis Rey Expansion	Mission Avenue and Rancho Del Oro Drive	Institutional	Planning	Oceanside
Deutsch Industrial Addition	Benet Road and S.R. 76	Industrial	Planning	Oceanside
Z-Market and Deli	Mission Avenue and Airport Road	Commercial	Completed	Oceanside
Ocean Terrace	Rancho Del Oro and Vista Way	Commercial	Under construction	Oceanside
Carmelo Street Hotel	North Coast Highway and Carmelo Street	Commercial	Under construction	Oceanside
Harbor View Townhomes	Neptune Street	Residential	Under construction	Oceanside
Pelican Homes	Mission Avenue and Douglas Drive	Residential	Completed	Oceanside

Currently, the CARB has not established thresholds of significance for GHG emissions, and such thresholds are not anticipated to be established until 2011 or 2012 under AB32. While the overall local annual warming effect appears to be infinitesimally small, without an established threshold of measurement, the significance of this impact cannot be precisely determined. While obviously incrementally minuscule, for purposes of this EIR will be assumed to be cumulatively significant and unmitigable for CEQA analytic purposes.

While no mitigation measures have been identified to reduce individual projects' incremental impacts, Senate Bill 97 (SB 97) was passed in 2007 by the State of California, which requires the Office of Planning and Research (OPR) to develop and transmit guidelines regarding feasible mitigation measures for GHGs. These may include but are not limited to effects associated with transportation or energy consumption. The Resources Agency would then be required to adopt these guidelines by January 1, 2010, and to periodically update the guidelines to incorporate new information or criteria established by the CARB per AB 32 (AEP,, January, 2008).

In the interim, in the absence of established mitigation measures, the following mitigation measures are suggested to be incorporated into the conditions of approval for the Pavilion at Oceanside, to the extent feasible, to reduce the project's incremental contribution to GHGs:

Trip Reduction Strategies:

1. Encourage commute alternatives by informing employees and customers about transportation for reaching the location (i.e. post transit schedules/routes), and provide for on-site public transit, pedestrian, and bicycle use.

2. Encourage employee ridesharing by posting commuter ride sign-up sheets, employee home zip code map, etc.

3. Consider flexible schedules where appropriate to allow workers to avoid heavy traffic commutes.

4. Where possible, arrange for a single vendor who makes deliveries for several items.

5. Plan delivery routes to eliminate unnecessary trips.

7. Keep vehicles well maintained to prevent leaks and minimize emissions.

8. Provide car/van pool parking.

9. Sell bus or light rail passes to employees at a discount.

10. Promote bus use and ride-sharing in promotional materials.

Onsite Energy Reduction Strategies:

1. Complete regularly scheduled maintenance on all heating, ventilation, and air conditioning (HVAC) systems.

2. Use an energy management system to control lighting, exhaust, refrigeration, and HVAC systems.

3. Install occupancy sensors for lighting in low occupancy rooms, including walk-in refrigerators and freezers.

4. Replace incandescent bulbs with compact fluorescent lights where appropriate to do so.

5. Install ultra efficient ballasts to dim lights to take advantage of daylight.

6. Install programmable thermostats to control heating and air conditioning.

7. Insulate all major water pipes and refrigeration cold suction lines.

8. Use weather stripping to close air gaps around doors and windows.

10. Use Led's or fluorescent bulbs for exit signs.

11. Select electrical equipment with energy-saving features (e.g., Energy Star).

12. Install plastic strip curtains on walk-in refrigerator/freezer doors.

13. Utilize on-demand water heater systems; use solar heaters if feasible.

14. Install ceiling fans.

Biological Resources. Implementation of the proposed project would result in the loss of 92.30 acres of habitats (southern willow scrub, disturbed southern willow scrub, disturbed wetland, coyote brush scrub, non-native grassland, non-native vegetation, disturbed habitat, and developed land). Loss of habitat is considered to contribute to cumulative impacts. The City of Oceanside is a participant in the Multiple Habitat Conservation Plan, which will establish and maintain habitats on a regional basis when adopted. While impacts to habitats would be mitigated within the framework of the plan, the project's conflict with the on-site corridor design would be cumulatively significant.

Traffic. The Pavilion at Oceanside is a large project that will contribute to the cumulative impacts of traffic. Traffic analyses for the project (Section IV.K) were done for the Short-Term Cumulative scenario, with and without the project, and for the Horizon Year 2020 scenario, with and without the project. For the Existing Plus Cumulative Conditions without the Project, analyses found four street segments that did not operate at LOS C or better (Table IV.K-1):

- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS D)
- North Douglas Drive between Pala Road and El Camino Real (LOS E)
- Oceanside Boulevard west of El Camino Real (LOS D)

Two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project (Table IV.K-2):

- SR 76/Rancho del Oro Drive in both peak hours (LOS F)
- SR 76/ College Boulevard in the pm peak hour (LOS E)

For Existing Plus Cumulative Conditions with the Project, analyses projected three street segments would not operate at LOS C or better due to the additional traffic of the Pavilion at Oceanside (Table IV.K-1):

- Mission Avenue between Foussat Road and El Camino Real (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)

As noted above, two intersections would operate at unacceptable levels under cumulative conditions, with or without the Pavilion at Oceanside project:

- SR 76/Rancho del Oro Drive in both peak hours (LOS F)
- SR 76/ College Boulevard in the pm peak hour (LOS E)

For Horizon Year 2020, the following six City of Oceanside roadway segments are projected to operate at less than LOS C without the Pavilion at Oceanside project (Table IV.K-3):

- Mission Avenue west of the I-5 ramps (LOS D)
- Rancho del Oro Drive south of Oceanside Boulevard (LOS D)
- Oceanside Boulevard west of El Camino Real (LOS D)
- El Camino Real between Mesa Drive and Oceanside Boulevard (LOS D)
- North Douglas Drive between North River Road and Pala Road (LOS E)
- North Douglas Drive between Pala Road and El Camino Real (LOS F)

Three intersections would operate at unacceptable levels (Table IV.K-4):

- Mesa Drive/El Camino Real, pm peak hour (LOS E)
- Oceanside Boulevard/El Camino Real, pm peak hour (LOS E)
- SR 76/College Boulevard, pm peak hour (LOS E)

- The impact of the trucks hauling material on the roadway segment of El Camino Real between Mesa Drive and Oceanside Boulevard would be a short-term impact that is not mitigated to below a level of significance. This is a project impact, as the material is needed is to build the project. This same impact would occur, for a shorter period of time, with the construction of the Off-site Pala Road extension, with or without the project.

Mitigation and creative measures were developed for the traffic projected under these scenarios.

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VIII UNAVOIDABLE SIGNIFICANT IMPACTS

Potentially significant adverse effects related to air quality (GHG emissions), biological resources, cultural and paleontological resources, geology/soils, hazardous materials, land use (Draft HCP compatibility), and transportation/traffic have been identified. Mitigation measures have been identified to reduce most of these impacts to below a level of significance, although the proposed project's incompatibility with the City's draft HCP, its incremental (cumulative) contribution to global climate change, and traffic impacts remain significant and unmitigable.

IX GROWTH INDUCING IMPACTS

CEQA Guidelines require that an EIR discuss ways in which the proposed development could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may further tax existing community service facilities, so consideration must be given to this impact. The EIR must discuss development characteristics which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The Pavilion at Oceanside would not be considered growth-inducing. The infrastructure and improvements planned for the development would primarily benefit the development itself. The proposed land use is consistent with the General Plan and zoning designations of the property. Taxes generated by the proposed commercial uses would contribute to local economic growth, but this is not viewed as a detrimental effect. Further, commercial uses typically are not considered to be growth-inducing in and of themselves.

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XI PERSONS INVOLVED IN PREPARATION OF THE EIR

Marcia Gross Senior Analyst	Project Management, Report Preparation
Michael Busdosh Senior Analyst	Report Preparation
Nicole Wegher Research Analyst	Report Preparation
Rich Knauel Artist	Graphics