



DATE: September 28, 2009 (Continued from the August 24, 2009 Planning Commission Meeting)

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A CONDITIONAL USE PERMIT (C-4-09) TO ALLOW THE OPERATION OF A TRUCKING SCHOOL ON A 5.8-ACRE SITE FOR A PERIOD OF FIVE YEARS LOCATED NORTHEAST OF RANCHO DEL ORO DRIVE AND OCEAN RANCH BOULEVARD – CALIFORNIA CAREER SCHOOL – APPLICANT: CALIFORNIA CAREER SCHOOL**

RECOMMENDATION

Staff recommends that the Planning Commission by motion:

- (1) Adopt Planning Commission Resolution No. 2009-P42 adopting a Mitigated Negative Declaration for a Trucking School for vocational and occupational training, in light of the whole record that the project will not have a significant effect on the environment; and
- (2) Adopt Planning Commission Resolution No. 2009-P43 approving Conditional Use Permit (C-4-09) with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Background: The project is on a 5.8-acre portion of the City-owned property located south of Mesa Drive, north of Ocean Ranch Boulevard and east of Rancho Del Oro Drive. The subject site was a part of the former El Corazon and mining operations performed by US Silica. The former owner of the land was the Rancho Del Oro Land Company and the subject property was given to the City of Oceanside on December 28, 1994. Much of the large portions of the entire El Corazon site was mined and will not support development other than a park use, but the subject site in discussion for the proposed trucking school was not disturbed by the mining operation and was created with the Rancho Del Oro road Extension project.

Site Review: The subject site zoning designation is PD-1 (Planned Development-1) and the General Plan Land Use Category is (Industrial). Surrounding land uses include open space uses to the west, such as the El Corazon Specific Plan area, Light industrial uses to the east and south, and multi-family residential to the north.

Project Description: The project application is comprised of a Conditional Use Permit (C-4-09) described as follows:

A request to permit the operation of a temporary trucking school for vocational and occupational training that would use a portion of City property for the staging and driving of semi-trucks. The trucking school would involve the use of a temporary trailer for at least 180 hours of classroom training. A total of six trucks would be stored on-site for the vehicle training. Approximately 60 hours of the curriculum would be dedicated to vehicle training on and off the property. The vehicle training would consist of a wide range of truck driving instruction including 45/90 degree docking, parallel parking, measuring right hand turns, measuring stops, straight backing, shifting, turning, freeway to rural road driving, defensive driving, and truck driving techniques. The proposed use would incorporate a 45-foot wide driveway opening. Additional landscaping would be installed along the west perimeter of the site for additional screening of the use, and enhancement of the site. The proposed trucking facility would occupy no more than half of the 5.8-acre site, and would share the site with the Rancho Del Oro Maintenance business that is currently located at the south eastern portion of the site within a fenced area.

The City will develop an operational lease to permit the trucking school to operate at the proposed location for a maximum of five years. A detailed project description can be found on the Mitigated Negative Declaration for the project. The hours-of-operation are limited to 7:00 a.m. to 10:00 p.m. on weekdays and Saturday from 10:00 a.m. to 6:30 p.m.

The project is subject to the following Ordinances and City policies:

1. General Plan Land Use Element
2. Zoning Ordinance
3. CEQA

ANALYSIS

KEY PLANNING ISSUES

1. General Plan conformance

The General Plan Land Use Map designation on the subject property is Industrial (Rancho Del Oro S-1-84). The proposed project is consistent with this designation and the goals and objectives of the City's General Plan as follows:

A. Land Use Element

Goal 2.1: Industrial Developments

Objective: To promote industries which are consistent with community enhancement and provide stable tax bases and a balance of employment opportunities.

Policy A: Industrially designated lands shall be devoted to industrial uses for the preservation of the City's economic future, employment opportunities, and general welfare.

The proposed trucking school would provide opportunities for training and job skills in the driving of semi-trucks. This truck school would be temporary for no more than five years, and would provide additional revenue and employment that would not only help the City of Oceanside, but would foster commercial activity within the City.

The proposed use as conditioned would not impact the surrounding commercial businesses or create additional traffic that would significantly lower the level of service in this area. The use would use no more than six trucks for training and the limited hours-of-operation would not conflict with the surrounding area, as specified in the Mitigated Negative Declaration and project description.

ANALYSIS

KEY PLANNING ISSUES

Is the proposed project consistent with the underlying land use designation and zoning development criteria and compatible with surrounding land uses?

The zoning designation for the site is PD-1 (Industrial). A small portion of the site is currently being used to allow a staging area for the Rancho Del Oro Landscape Company. The proposed trucking school is permitted within the zoning district with a Conditional Use Permit.

Is the proposed project consistent with local, state, and federal environmental plans/policies?

Areas of potential concern for this trucking school are visual quality, noise, odor, and traffic impacts. All issues have been addressed through the project's design, and analyzed in the Mitigated Negative Declaration for the project.

The trucking school facility will have a five-year lease with the City of Oceanside for its operation. A new Conditional Use Permit would be required to allow for additional years of operation.

The following are environmental elements that have been analyzed in the Mitigated Negative Declaration:

Aesthetics and Visual Quality Impacts: The project site is located along a ridgeline overlooking residential uses to the north, industrial uses to the east and south, and open space to the west. The uses would not obstruct or impact any scenic views. Since the site is located at a lower elevation than the abutting commercial office uses to the east, the commercial office views would not be obstructed by the staging of trucks and the project's temporary trailer. To visually screen the staging of trucks and the trailer from the street level of Rancho Del Oro, additional landscaping would be added around portions of the perimeter of the site. In addition the City's General Plan does not designate Rancho Del Oro, or any of the surrounding areas as a scenic vista, therefore project implementation will not impact views.

Air Quality and Odor Impact Analysis: The project's use of Class A trucks for driving practice shall be regulated by the California Air Resources Board (CARB). The project shall comply with all CARB regulations for its construction activities or truck training operations. The project shall adhere to all applicable State/Federal Heavy Diesel Engine emissions standards and comply with the EPA Office of Transportation and Air Quality (OTAQ) Emission Standard for Heavy-Duty Engines.

Through adherence to all applicable local air quality plans, the project is also in compliance with the Air Quality Standards of the Oceanside General Plan Environmental Resource Management Element as well as all applicable regulations from the EPA Office of Transportation and Air Quality (OTAQ) Emission Standards. As the project shall comply with all applicable CARB, APCD, and EPA emission regulations, a less than significant impact to implementation of said applicable air quality plans are expected.

Potential odor impacts were also addressed in the Mitigated Negative Declaration. The Oceanside Senior Center and residential areas are considered to be sensitive receptors in proximity to the Trucking School. The trucking school will be screened from the Senior Center by existing and additional landscaping that would be added to the site.

Noise: It has been determined that the project's construction activities and future operations would be limited to the levels permitted within the City's Noise Element and Noise Ordinance. The construction activities would be limited to levels of 85 dBA within a 100-foot radius. The limited hours-of-operation and the classroom learning within a temporary trailer would not create additional noise that would impact the surrounding areas. In addition the limited number of trucks (six) would be in operation for limited hours of the day, and would not exceed the noise levels that are permitted within industrial areas.

Traffic Impacts/Traffic Impact Analysis: Since the proposed trucking school facility would have limited operation hours, primarily on weekdays from 7:00 a.m. to 10 p.m. with limited Saturday hours, the vehicle trips would be limited. In addition, the limited amount of trucks (six) used for the driving training would not significantly increase the

traffic within this area. The project is expected to increase the traffic by approximately 90-130 additional trips, and a majority of these trips are generated by the students driving personal vehicles to the site.

A traffic investigation was prepared by Shapouri and Associates, for the proposed project using the projected increase of approximately 90-130 truck trips per day with the proposed project. Based on the evaluation of this increase in traffic, the study concluded that the facility would not cause any new traffic impacts to surrounding streets and intersections that would substantially reduce the level of service. Therefore, there is a less than significant impact from the vehicle trips generated by this project.

Biological Resources Impact Analysis: The site is currently disturbed by the mine and grading activities and would not expand the existing reclamation footprint. Therefore, project implementation would not result in any significant impacts to the biological resources.

CONCLUSION

In conclusion, the trucking school will be a temporary (five years) use on City land and will be removed if complaints arise or if there is a violation in the Conditional Use Permit. Due to the location of the proposed use and the limited impacts, the proposed operation of a truck school will not adversely affect the site or surrounding properties.

ENVIRONMENTAL DETERMINATION

The proposed project has been reviewed pursuant to the California Environmental Quality Act (CEQA) and an Initial Study and Mitigated Negative Declaration was prepared. The environmental analysis concluded that the project will not have significant effect on the environment with the implementation of project conditions and mitigation measures.

PUBLIC NOTIFICATION

Pursuant to Article 41 of the Oceanside Zoning Ordinance, a Legal notice was published in the North County Times and notices were sent to property owners of record and occupants within a 1,500-foot radius of the subject property, individuals and or organizations requesting notification, applicant and other interested parties. Copies of this agenda item have been mailed to the applicant and their representatives.

SUMMARY

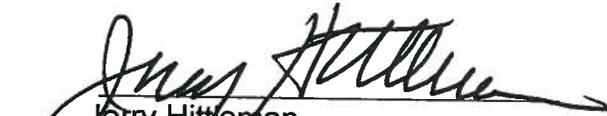
In summary, staff believes that the proposed Conditional Use Permit is consistent with the requirements of the Rancho del Oro Specific Plan and the policies outlined in the General Plan. Therefore, staff finds that the Temporary Trucking School will not significantly impact the site or surrounding neighborhood and would provide educational opportunities for truck driving. As such, staff recommends that the Planning Commission approve the project. The Commission's action should be:

- Adopt the Mitigated Negative Declaration (MND) for the trucking school project in light of the whole record that the project will not have a significant effect on the environment by adopting Planning Commission Resolution No. 2009-P42, and
- Move to approve Conditional Use Permit (C-4-09) and adopt Planning Commission Resolution No. 2009-P43 as attached.

PREPARED BY:


Scott Nightingale
Planner II

SUBMITTED BY:


Jerry Hittleman
City Planner

JH/SN/fil

Attachments:

1. Site plan
2. Planning Commission Resolution No. 2009-P42
3. Planning Commission Resolution No. 2009-P43
4. Negative Declaration for the California Career School

OCEANSIDE TRUCKING SCHOOL

SHAPOURI & ASSOCIATES
 PROJECT MANAGER/ARCHITECT
 ENGINEERING ARCHITECTURE PLANNING
 8800 VAN BUREN AVENUE, SUITE 100
 SAN DIEGO, CALIF. 92128
 PHONE: (619) 594-8844 FAX: (619) 594-8841

CONDITIONAL
 USE PERMIT

SHEET NO. 2 OF 2
 DATE: 11/11/03
 DRAWN BY: J. W.

NOT FOR
 CONSTRUCTION

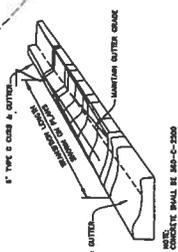
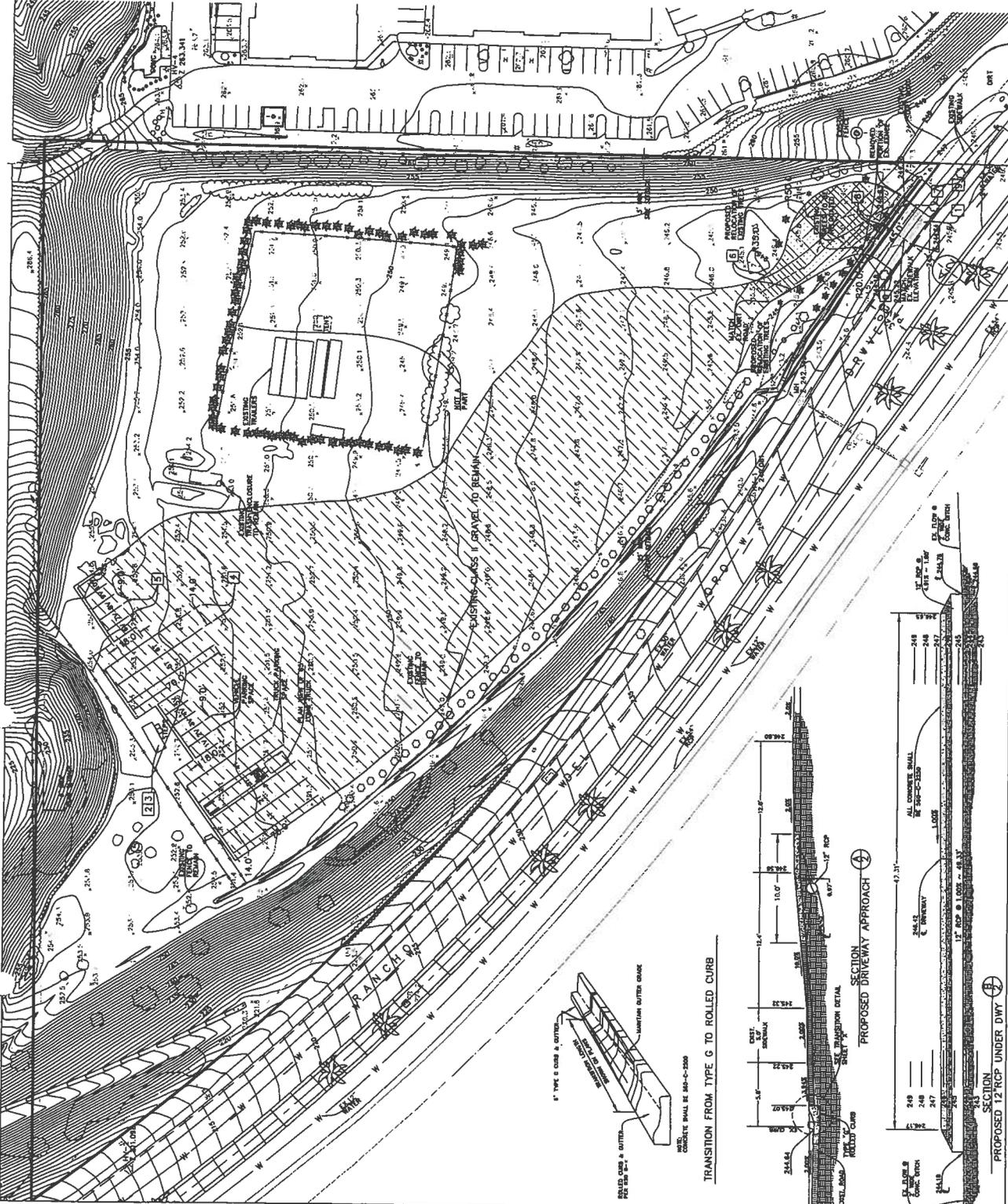
RANCHO DEL ORD. DR.
 OCEANSIDE, CA 92038

LEGEND

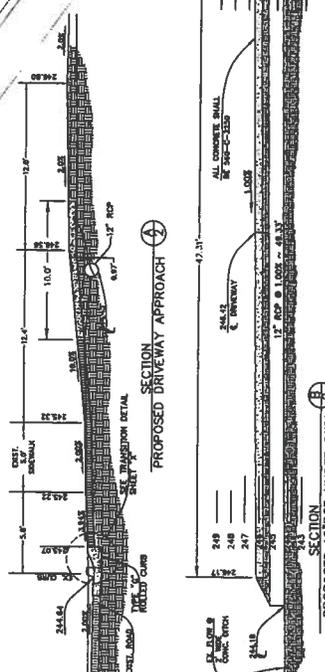
- EXISTING CONTOURS
- EXISTING TREES
- EXISTING FENCE
- EXISTING ELECTRICAL POST
- EXISTING SPOT ELEVATIONS
- PROPOSED PAVEMENT
- PROPOSED GRAVEL
- PROPOSED TREES
- REINFORCED PORTLAND CEMENT CONCRETE

CONSTRUCTION NOTES:

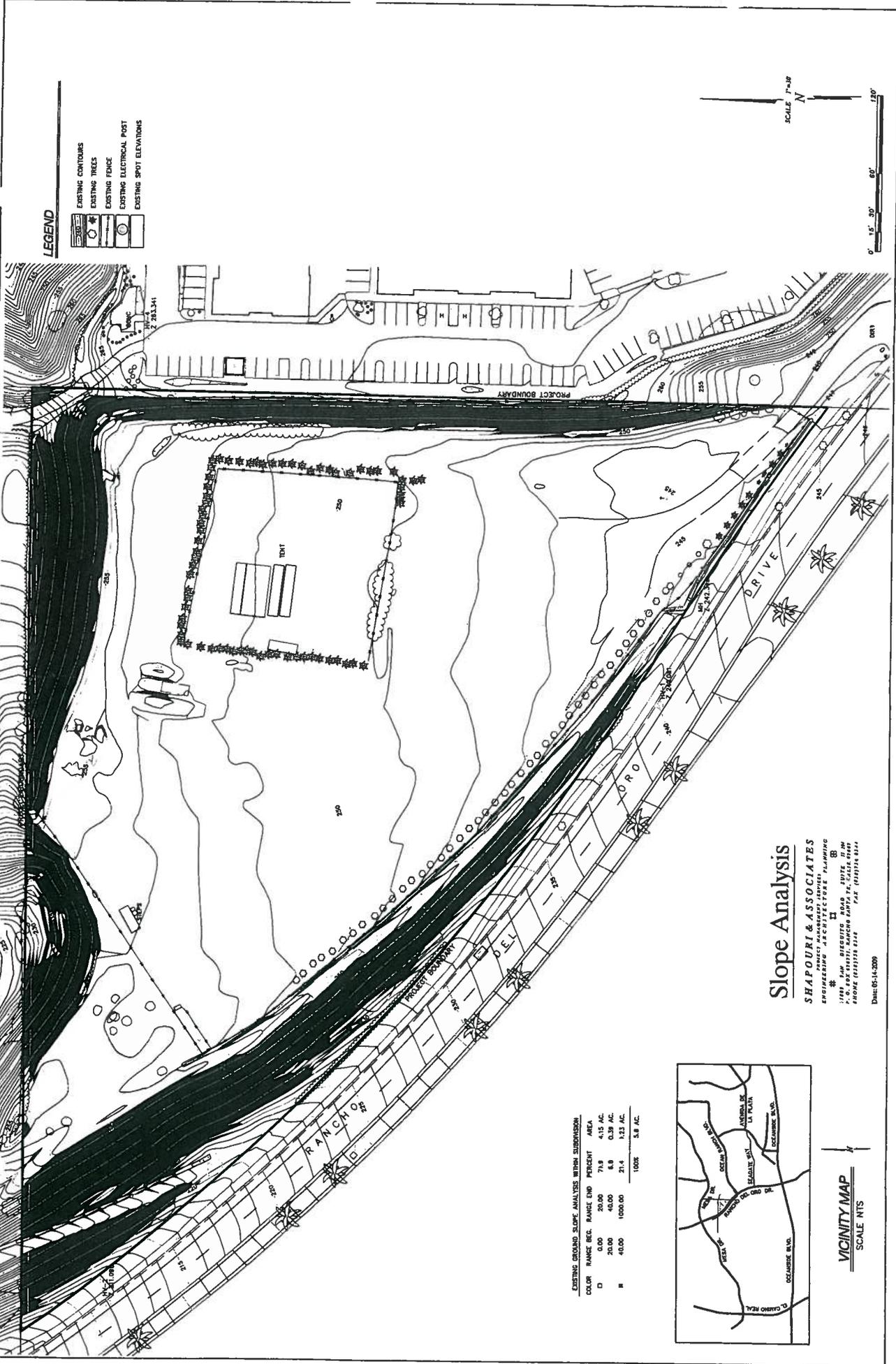
- 1 DRIVEWAY OPENING PER CITY OF OCEANSIDE STD. DWG M-10
- 2 EXISTING OFFICE TRAILER TO REMAIN
- 3 FIRE EXTINGUISHER TO BE LOCATED AT A VISIBLE LOCATION INSIDE EXISTING TRAILER
- 4 TRUCK PARKING SPACE = 6 SPACES
- 5 VEHICLE PARKING SPACE = 10 SPACES
- 6 GRAVEL DELIMITATION AREA
- 7 REPLACE EXISTING CONC. DITCH WITH 12" RCP UNDER PROPOSED DRIVEWAY
- 8 (SEE SECTION 107) CONCRETE PARALLEL 48" LONG, 10" WIDE, 8" THICK RAMPING CONC. RESPONDING BARS AT 18" ON CENTER BOTH WAYS
- 9 10" TRANSITION FROM C&G PER RSD C-2 TO ROLLED CURB PER RSD C-4



TRANSITION FROM TYPE G TO ROLLED CURB

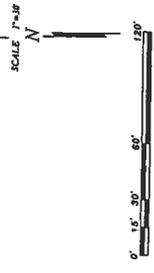


SECTION PROPOSED 12" RCP UNDER DWY



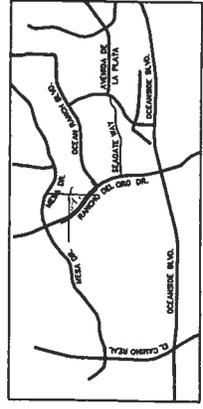
LEGEND

- EXISTING CONTOURS
- EXISTING TREES
- EXISTING FENCE
- EXISTING ELECTRICAL FOOT
- EXISTING SPOT ELEVATIONS



EXISTING GROUND SLOPE ANALYSIS WITH SUBDIVISION

COLOR	RANGE BEG.	RANGE END	PERCENT	AREA
□	0.00	20.00	71.8	4.15 AC.
■	20.00	40.00	6.8	0.39 AC.
■	40.00	1000.00	21.4	1.23 AC.
				100%
				5.8 AC.



VICINITY MAP
SCALE NTS

Slope Analysis

SHAPOURI & ASSOCIATES
ENGINEERING ARCHITECTURE PLANNING
1100 EAST WASHINGTON AVENUE SUITE 1100
ANN ARBOR MI 48106-1100
PHONE (313) 778-8118 FAX (313) 778-8114

DATE: 05-14-2009

1 PLANNING COMMISSION
2 RESOLUTION NO. 2009-P42

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE
4 CITY OF OCEANSIDE, CALIFORNIA ADOPTING THE
5 MITIGATED NEGATIVE DECLARATION FOR A CERTAIN
6 REAL PROPERTY IN THE CITY OF OCEANSIDE

6 APPLICATION NO: C-4-09
7 APPLICANT: California Career School
8 LOCATION: On the north east portion of Rancho Del Oro between Ocean Ranch
Boulevard and Mesa Drive

9 THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES
10 RESOLVE AS FOLLOWS:

11 WHEREAS, a Notice of Intent to certify a Mitigated Negative Declaration was prepared
12 and circulated for public and agency review and property notification was given in accordance
13 with the California Environmental Quality Act; and

14 WHEREAS, the Planning Commission, after giving the required notice, did on the 24th
15 day of August, 2009 conduct a duly advertised public hearing on the content of the Mitigated
16 Negative Declaration and Mitigation and monitoring and reporting program; and

17 WHEREAS, studies and investigations made by this Commission and in its behalf reveal
18 the following facts:

19 FINDINGS:

20 For the Mitigated Negative Declaration:

- 21 1. The Mitigated Negative Declaration and Initial Study were completed in compliance
with the provisions of the California Environmental Quality Act (CEQA).
- 22 2. Pursuant to the California Environmental Quality Act of 1970, and State Guidelines
23 thereto, a Mitigated Negative Declaration has been prepared stating that if the
24 mitigation measures are met there will not be an adverse impact upon the environment.
- 25 3. The new mitigation measures are equivalent or more effective in mitigation or avoiding
26 potential significant effects than the proposed draft mitigation measures and would not
27 cause any potentially significant effect on the environment.

28 ////////////////

29 ////////////////

1 4. The Mitigated Negative Declaration and Mitigation and Monitoring and Reporting
2 Program (M.M.R.P.) have been determined to be accurate and adequate documents,
3 which reflect the independent judgment and analysis of the Planning Commission. On
4 the basis of the entire record before it, the Planning Commission finds that there is no
5 substantial evidence that the project, with implementation of the mitigation measures
6 proposed, will have a significant impact on the environment.

7 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
8 adopt the Mitigated Negative Declaration.

9 PASSED AND ADOPTED Resolution No. 2009-P42 on September 28, 2009 by the
10 following vote, to wit:

11 AYES:

12 NAYS:

13 ABSENT:

14 ABSTAIN:

15
16 _____
17 Claudia Troisi, Chairperson
18 Oceanside Planning Commission

19 ATTEST:

20 _____
21 Jerry Hittleman, Secretary

22 I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that
23 this is a true and correct copy of Resolution No. 2009-P42.

24 Dated: September 28, 2009
25
26
27
28
29



NEGATIVE DECLARATION

City of Oceanside, California

1. **APPLICANT:** California Career School
2. **ADDRESS:** 1100 Technology Cr., Anaheim, CA 92805 (mailing)
3. **PHONE NUMBER:** 714-635-6585
4. **LEAD AGENCY:** City of Oceanside, 300 N. Coast Hwy., 92054
5. **PROJECT MGR.:** Scott Nightingale, Planner II
6. **PROJECT TITLE:** California Career Trucking School CUP (C-4-09)
7. **DESCRIPTION:** The application is for a Conditional Use Permit to allow for the operation of a Trucking School on a 5.8 acre site (northeast corner of APN # 162-082-43 – City owned land) located on the east side of Rancho Del Oro Drive, just north of Ocean Ranch Boulevard. The subject site is a part of the Industrial District of the Rancho Del Oro (RDO) Specific Plan Area. The project proposes to use the site for staging/storage of semi-trailer trucks for vocational training and provide classroom education in a proposed on-site trailer for a period of five (5) years from CUP date or approval.

CITY PLANNER DETERMINATION: This project has been evaluated by the Planning Commission of the City of Oceanside in accordance with the Section 21080(c) of the California Environmental Quality Act (CEQA). On August 24th, 2009, the Planning Commission determined that this project will not have a potentially significant adverse effect on the environment and issued a Negative Declaration (ND).

The basis for the Planning Commission's determination is the Initial Study prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Copies may be reviewed or obtained from the Planning Division in City Hall located at 300 N. Coast Hwy. South Building. All public comments on the negative declaration must be provided in writing to the Planning Division on or before the "Posting Removal Date" cited above.



Scott Nightingale, Planner II

cc: County Clerk
Project file
CEQA file
Project Applicant
Posting: [x] Civic Center; [x] Public Library;



INITIAL STUDY

City of Oceanside California

1. **PROJECT:** California Career School (Trucking)
2. **LEAD AGENCY:** City of Oceanside
3. **CONTACT PERSON & PHONE:** Scott Nightingale, Planner II
City of Oceanside Planning Department
(760) 435-3520
4. **PROJECT LOCATION:** Rancho del Oro Dr., north of Ocean Ranch Blvd. (street # not available)
(NE Corner of APN # 162-082-43)
Oceanside, CA 92054
5. **APPLICANT:** California Career School
1100 Technology Cr.
Anaheim, CA 92085
6. **GENERAL PLAN DESIGNATION:** Rancho del Oro Specific Plan (S-1-84) – Industrial
7. **ZONING:** Planned Development 1 (PD-1) – Rancho del Oro
8. **PROJECT DESCRIPTION:**

The application is for the operation of a Trucking School on a 5.8 acre site located on the east side of Rancho Del Oro Drive, just north of Ocean Ranch Boulevard. The subject site is a part of the Rancho Del Oro (RDO) Specific Plan Area. Schools of this nature, within the RDO Specific Plan Area, require a Conditional Use Permit. The project proposes to use the site for staging and storage of semi-trailer trucks for vocational/occupational training as well as provide classroom education in a proposed on-site trailer. The proposed trucking school operations are temporary and shall operate for a period of five (5) years from CUP approval.

School History

California Career School, a California corporation, is an institution with a history of providing industry with qualified graduates. It was founded as Cal-Diesel in 1970 by Mr. George R. Purnell; and was sold to California Career School, in September, 1986. In 1992, Brem Industries bought the School and added the Automotive Technician, Private Investigator and Commercial Truck Driver programs. In 1996 the School added a Computer Numerical Control training program.

Accreditation and Approvals

California Career School has been approved by the Bureau for Private Postsecondary & Vocational Education (BPPVE) since 1970. California Career School is accredited by the Accrediting Commission of Career Schools and Colleges of Technology (ACCSCCT). The Accrediting Commission of Career Schools and Colleges of Technology are listed by the U.S. Department of Education as a nationally recognized accrediting agency.

School Philosophy

We believe our training should respond to the needs of our industry by preparing men and women alike with "hands on" training directed toward practical applications. Students will work with contemporary equipment under the supervision of qualified, experienced instructors. Along with the highly technical training, of which we are very proud, California Career School also has a policy of School discipline and protocol. Our School rules and policies have been established to produce a "no-nonsense" learning environment, to ensure that our graduates will be prepared with the kind of "work ethic" that is so highly sought after. It is our aim and goal to incorporate this philosophy into the day-to-day operation of the School.

Program Description

The primary objective is to graduate students for an entry level position in the transportation industry as a COMMERCIAL TRUCK DRIVER. The student will be taught FMCSR Rules and Regulations, Operational Aspects, Trip Planning/Map Reading, Public and Employee Relations and other aspects associated with COMMERCIAL TRUCK DRIVERS in today's industry. The trucking industry has a demand for over 450,000 qualified drivers, and expects this demand to continue through the year 2010.

Commercial Truck Driver (DOT Code 905.663-014)6 Week Program – Day Classes

240 HOURS 7:00am to 3:30pm, Monday through Friday

12 Week Program - Evening Classes

240 HOURS 5:00pm to 10:00pm, Monday through Friday

14 Semester Credit Hours

(Class starts are subject to enrollment of approximately 10 students)

Typical positions for graduates are as follows:

- * Cross Country Driver
- * Intrastate Driver
- * Team Driver Operation
- * Western U.S. Driver
- * Commercial Class A (CDL) Driver
- * Specialized Operations

Admission Policy

To be admitted to this program the applicant must meet the school admission requirements. In addition, the applicant must provide the School with a California DMV Print-Out (H-6). Also, the applicant should be in good health and must pass a D.O.T. physical. In most cases, the applicant may not have more than two (2) moving violations, no drug or felony related convictions and not over two (2) failure to appear entries on their motor vehicle record over the prior three years. Five years for drug or alcohol related violations. Applicants are considered on an individual basis. For those applicants not meeting the above criteria, pre-hire efforts can be utilized. The applicant must also receive the recommendation of the admissions representative to confirm that he/she has the proper mental attitude to be a successful truck driver. Program costs include the initial permit,

drug screen and D.O.T. required physical. Classes begin bi-weekly.

Typical Program Outline

The Commercial Truck Driving program consists of three modules, each two weeks in length.

Module I	Lect.	Lab	Total
BASIC OPERATION:	80	0	80

Vehicle Inspection, Basic Control, Logs, DMV preparation
Vehicle Operations, Shifting, Defensive Driving, Professional Skills

Module II			
RANGE DRIVING SKILLS:	60	20	80

Entry & Exit Procedures, Vehicle Inspection,
45/90 Degree Docking, Couple & Uncouple, Parallel Parking, Measured Right Hand Turns, Measured Stops, Straight Line Backing

Module III			
STREET DRIVING SKILLS:	40	40	80

Basic Control, Shifting, Turns, Rural Roads, Steep Grades
Freeway/City Traffic, Defensive Driving

TOTALS	180	60	240
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Truck Routes

Practice/lab sessions are proposed to be conducted on and off-site. Those lab sessions required to be conducted off-site will take place along Rancho del Oro Dr., and nearby cross streets such as Ocean Ranch Blvd., Seagate Way, and Corporate Center Dr.

Scope of Work

Proposed scope of work for civil engineering activities for the project includes the following:

- Installation of a 45 ft. driveway opening through removal of existing curb and installation of a rolled curb (RSD G-4) with a 10 ft. transition to existing 6 in. curb at driveway location
- Removal of existing fence/landscaping at proposed driveway location
- Replace existing Type B. Concrete Ditch (RSD-75) with 12" Reinforced Concrete Pipe (RCP) under the proposed driveway
- Installation of Portland Cement Concrete Pavement (48' long, 10' wide, 6" thick) reinforced with No. 4 reinforcing bars at 18" on center both ways over the proposed 12" RCP.

- 3,700 ft.² of crushed aggregate (2-3" rock) will be placed to stabilize the entryway after the paved driveway per City Standard Drawing M-26.
- Total earthwork consists of ± 50 y³ of fill

The applicant proposes the installation of landscaping (drought tolerant and native species) along the project site's frontage (Rancho del Oro Dr.) adjacent to the entrance to provide visual buffering/screening for the trucking school land use. A connection to the existing irrigation meter along Rancho del Oro Dr. is proposed to provide water to the site for dust control/landscape irrigation and shall be operated by a smart control unit (rain sensor, timed/auto operation). Sewer/water laterals are not proposed at this time. Restroom facilities will be provided in the form of portable toilets. Portable trash/recycling bins shall serve the project along with an existing trash enclosure. No truck maintenance/repair facilities are proposed on-site, as all repair would be conducted off-site at an established truck repair facility. Designated truck/visitor/faculty parking areas are not proposed to be paved and are located in the northwestern portion of the site (10 student/faculty spaces and 6 truck spaces). The existing trailer on-site is expected to remain (not a part), with the addition of an additional trailer for classroom facilities. Employee and student eating areas are not proposed. Additional traffic engineering systems/signs are not expected at this time. Permanent Treatment BMPs are not proposed at this time. With the exception of the placement of the crushed aggregate following the driveway entry, the entire site is expected to remain as-is (Class II gravel).

9. SURROUNDING LAND USE(S) & PROJECT SETTING:

Existing Physical Conditions

The property is the north eastern corner of City-owned land (5.8 acres of 358.9 acres total for APN # 162-082-43). Currently, the subject property is undeveloped, consisting of an existing trailer and a row of trees (to remain). No sewer/water laterals exist on the site.

The project was rough graded as a part of the Rancho del Oro CIP leaving the site relatively flat, exhibiting only significant slopes on the pad slopes. Elevations range from 242 feet Mean Sea Level (MSL) to 285 feet MSL. Much of the property has been lined with Class II gravel.

Surrounding land uses consist of open space immediately to the north, residential land uses further north, City-owned land to the west and south (vacant), and the Ocean Ranch Corporate Center to the east. Aside from the open space and residential uses located to the north, the property is surrounded by Industrial/Commercial land uses (Rancho del Oro Specific Plan (S-1-84) – Industrial & Light Industrial).

Existing Development Context

The project is located within the Rancho del Oro Specific Plan with a General Plan Designation of Rancho del Oro Specific Plan (S-1-84) – Industrial and a zoning designation of Planned Development 1 (PD-1) – Rancho del Oro. Schools are a permitted use through a conditional use permit in the industrial area of the Rancho Del Oro Specific Plan Area. A trucking school is consistent with the envisioned industrial and commercial land uses for the area.

10. OTHER REQUIRED AGENCY APPROVALS:

No other agency approvals are expected to be required at this time.

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION: N/A**12. CONSULTATION:** Consultation with City of Oceanside Engineering Department/Capital Improvement Projects to determine appropriate Design Standards, Hydrology Report Format & Methodology, as-builts, and existing topography for the project site.

Consultation with the City of Oceanside Planning Department regarding the project's consistency with the City's General Plan, Rancho del Oro Specific Plan, City Zoning Ordinance and other design/development regulations.

Consultation with Geopacifica, Inc. regarding Rancho del Oro CIP As- Built Grading and Soil Compaction Report to determine soil suitability/stability for proposed trailer and truck storage.

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, include:

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geological |
| <input type="checkbox"/> Hazards | <input type="checkbox"/> Water | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Utilities Systems | | |

14. ENVIRONMENTAL CHECKLIST

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

1. **No Impact.** Future development arising from the project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. **Less Than Significant Impact.** The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.
3. **Potentially Significant Unless Mitigated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
4. **Potentially Significant Impact.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

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

a) *Have a substantial adverse effect on a scenic vista? **No Impact.***

The project site is located along a ridgeline overlooking residential uses to the north. The project shall not disturb any existing scenic views for the residences due to an open space buffer which is expected to adequately screen the project site from said sensitive receptors. Views from the existing commercial uses to the east (Ocean Ranch) shall not be disturbed due to the project's lower elevation, allowing all pre-existing views to remain. Views from any future developments located to the west (City owned land) shall not be affected due to that area's existing topography/landforms, which shall provide adequate screening. The proposed storage of trucks and on-site trailer in the northwest portion of the property is not expected to disturb views from mobile receptors travelling north/south along Rancho del Oro Dr. through visual screening by existing landscaping along the project's western slopes and pad boundary. Installation of additional landscaping (drought tolerant and native) along the project's frontage (Rancho del Oro Dr.) near the project entrance shall provide additional visual buffering. In addition, the City's General Plan does not designate Rancho del Oro Dr. or surrounding areas, as a scenic vista, resulting in no impacts.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? **No Impact.***

The project is not located in the vicinity of any State Scenic Highways. In addition, the project site does not contain any scenic resources, such as rock outcroppings and historical buildings, resulting in no impacts.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings? **Less than Significant Impact.***

The project site has been previously rough graded/disturbed per the Rancho del Oro CIP. The project proposes to leave the site as-is with only minimal driveway/stabilized entryway construction. On-site storage of trucks (6 max.) and a trailer for classroom education is proposed in the northwest portion of the property. The minimal project specifications combined with visual screening by landscape/open space/elevation buffers shall not substantially degrade the visual quality of the site and its surroundings, resulting in a less than significant impact.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **No Impact.***

The project specifications do not call for any new light sources. New, substantial sources of glare are not expected to result from the project's construction activities and future operations. Therefore, no impact is expected.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.2 AGRICULTURAL RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **No Impact.***

The project area is not designated as Prime/Unique Farmland or Farmland of Statewide Importance as shown on the on latest Farmland Mapping and Monitoring Maps for San Diego County. Therefore, no impact is expected.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact.***

The property is zoned Planned Development 1 (PD-1) – Rancho del Oro (RDO). Within the RDO Master Identification Plan, the site is designated for Commercial Use, adjacent to Industrial Uses. The General Plan designates the site as Rancho del Oro Specific Plan (S-1-84) – Industrial. The project site is not under a Williamson Act contract. Therefore, no impact is expected.

- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? **No Impact.***

The project site and adjacent land uses are designated as commercial/industrial land uses and therefore could not result in the conversion of any Farmland to non-agricultural use. In addition, the minimal scope of work further ensures that no direct/cumulative impacts to any Farmland in the greater community would result.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact

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

- a) *Conflict with or obstruct implementation of the applicable air quality plan? **Less than Significant Impact.***

The project's use of Class A trucks for driving practice shall be regulated by the CA Air Resources Board (CARB). The project shall comply with all CARB regulations for its construction activities through the In-Use Off-Road Diesel Vehicle Regulation and future truck training operations through the Heavy Duty In-Use Vehicle Program. The project shall adhere to all applicable State/Federal Heavy Diesel Engine emissions standards and comply with the EPA Office of Transportation and Air Quality (OTAQ) Emission Standard for Heavy-Duty and Nonroad Engines.

As the project does not propose any permanent structures or equipment which would emit significant area and/or stationary source emissions, the San Diego Air Pollution Control District's (APCD) jurisdiction over the project is limited. In addition, proposed trucking school operations are not expected to require a permit from the APCD per their latest list of businesses requiring APCD permits. If determined to be required by the APCD, the project shall pursue and obtain any necessary air quality permits. The project shall comply with all applicable APCD Attainment & Maintenance Plans, State Implementation Plans, Regional Air Quality Strategies, and Rules and Regulations, as the APCD's various emission inventories and emission projections reflect the impact of all emission sources and all control measures, including those under the jurisdiction of the California Air Resources Board.

Through adherence to all applicable local air quality plans, the project is also in compliance with the Air Quality Standards of the Oceanside General Plan Environmental Resource Management Element as well as all applicable regulations from the EPA Office of Transportation and Air Quality (OTAQ) such as the Emission Standards for Heavy-Duty and Nonroad Engines. As the project shall comply with all applicable CARB, APCD, and EPA emission regulations, a less than significant impact to implementation of said applicable air quality plans are expected.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Less than Significant Impact***

The project site and local community currently do not exhibit any existing or projected air quality

violations. However, the San Diego County region does exhibit a non-attainment status for 8-hour Ozone levels and Particulate Matter (PM-2.5 & PM-10), per the CA Air Resources Board. The project's construction activities and trucking school operations shall emit ozone and both PM 2.5 & PM 10 from construction equipment and on/off-site truck practice (see URBEMIS Model Results in Section C). The levels of ozone and PM (2.5 & 10) are not expected to contribute substantially to the non-attainment status for the region/state. Construction emissions are temporary in nature and shall be below those levels as outlined in the South Coast Air Quality Management District's (SCAQMD) CEQA Significance Thresholds (see Section C below). Operational emissions stemming from truck emissions shall be mitigated through dust control (watering), regular truck maintenance and compliance with CARB air quality programs such as the Heavy Duty In-Use Vehicle Program, which mandates stricter emissions performance requirements.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* **Potentially Significant unless Mitigated**

Federally, the San Diego region is currently designated non-attainment for the 8-hour Ozone levels (per EPA National Ambient Air Quality Standards Designation Maps). Statewide, the project is designated non-attainment for 8-hour Ozone levels and Particulate Matter (PM-2.5 & PM-10), per the CA Air Resources Board. Due to the relatively low number of trucks (6) proposed for operation, the forecasted 90-130 ADT (20 ADT for trucks) from shall not produce substantially higher emission levels of criteria pollutants and greenhouses gases than that of the ambient air conditions along Rancho del Oro Dr. (currently experiences 11,500 ADT) and the surrounding Industrial area. An URBEMIS 2007 (Version 9.2.4) Emissions Model was conducted for the project's construction and operational activities. URBEMIS summer emissions for the project's construction activities and annual operational emissions are summarized in Table 1.1 (following page).

Activity Type	ROG	NOx	CO	SO ²	PM 10 Dust	PM10 Exhaust	PM 10	PM 2.5 Dust	PM2.5 Exhaust	PM 2.5	CO ²
Construction Emissions for Summer 2009 (lbs./day)	3.22	26.52	14.08	0.00	0.04	1.34	1.37	0.01	1.23	1.24	2344.7
Annual Operational Emissions (Vehicle) (tons/year)	0.17	1.76	1.38	0.00	N/A	N/A	49.66	N/A	N/A	10.57	286.59

South Coast Air Quality Management District (SCAQMD) Significance Thresholds are used as a guide for CEQA planning purposes to aid local agencies in determining significance for a project's construction and operational emissions. The project's URBEMIS outputs (Table 1.1) were compared with the SCAQMD CEQA significance thresholds (Table 1.2).

Activity Type	ROG	NOx	CO	SO ²	PM 10 Dust	PM10 Exhaust	PM 10	PM 2.5 Dust	PM 2.5 Exhaust	PM 2.5	CO ²
Construction Emissions for Summer 2009 (lbs./day)	75	100	550	150	N/A	N/A	150	N/A	N/A	55	N/A
Annual Operational Emissions (Vehicle) (tons/year)	10	10	100.4	27.4	N/A	N/A	27.4	N/A	N/A	10	N/A

The comparison between the project's URBEMIS model (Table 1.1) and the SCAQMD's CEQA Significance Thresholds (Table 1.2) reveals that the project's construction emissions are well below the CEQA thresholds of significance. The majority of the project's operational emissions are also below the thresholds of significance except for the PM 10 and PM 2.5 criteria, resulting in a potentially significant environmental effect unless mitigated. The project's operational emission levels shall not occur to the extent as calculated in the URBEMIS model (worst-case scenario) due to the program's data input method which does not allow for delineation of the project's limited truck practice session schedule (60 hours of 240 hours total) and frequency (20 ADT of 130 ADT total). The project proposes to mitigate the project's potential excess particulate matter through mitigation measures (below) to ensure a less than significant impact:

MM 14.3.C.1: Vehicles shall be kept in good working order with no fluid/exhaust leaks/excessive smog through regular maintenance (or as necessary) at an established off-site truck service station/repair facility.

MM 14.3.C.2: All trucks shall be regularly inspected, maintained and equipped with pollutant reduction equipment as required by CARB to ensure that the California Heavy-Duty Vehicle Engine Emission Standards are met.

MM 14.3.C.3: Dust transmission shall be mitigated through a combination of watering (proposed connection to existing irrigation meter on Rancho del Oro Dr.), the existing Class II gravel base, and the proposed stabilized entryway lined with crushed aggregate, as recommended in Section WE-1 of the CASQA BMP handbook. For conservation, a smart irrigation system (rain sensor, timed/auto operation) shall be employed to limit watering to before and after truck practice sessions and only during those specific construction activities which have the potential for dust transmission.

MM 14.3.C.4: All paved surfaces from which site access is taken shall be regularly swept or vacuumed to remove dirt carried from the site to the street in order to keep vehicles from pulverizing the dirt into fine particles.

d) *Expose sensitive receptors to substantial pollutant concentrations? **Less than Significant Impact.***

The project's minimal construction activities and future operations are not expected to generate significant pollutant concentrations as evidenced in the URBEMIS Model Results in Section C above. Emission levels from construction activities are below levels of significance as outlined in the SCAQMD CEQA significance thresholds. Operational emissions shall be managed by compliance with applicable state/federal emissions standards for heavy diesel engine trucks. In addition, the project site is surrounded by a buffer of vacant land and open space which is expected to sufficiently dissipate emissions emanating from short-term project construction activities or future, on-site lab (truck) training to the sensitive receptors to the north (residential). The project's elevation differences from adjacent receptors shall also reduce potential emissions transmission/reception. The adjacent Ocean Ranch Corporate Center to the east is not expected to be subject to significant amounts of emissions surpassing existing ambient levels from vehicular traffic within the Industrial/Commercial districts along Rancho del Oro Dr. and Ocean Ranch Blvd. In addition, truck lab training/practice sessions are limited in scale (6 trucks max.) and frequency/duration (Module II & III only, 60 hours of 240 total). Therefore, sensitive receptors such as the existing residences to the north shall not be subject to substantial pollution concentrations, resulting in a less than significant impact.

e) *Create objectionable odors affecting a substantial number of people? **Less Than Significant Impact.***

The project's proposed classroom training operations shall not generate any objectionable odors. The project is surrounded by a buffer of vacant land and open space which is expected to dissipate any small amount of odors emanating from short-term project construction activities or future, on-site lab (truck) training. The project's elevation differences and distance from adjacent receptors shall also reduce potential odor transmission/reception. The adjacent Ocean Ranch Corporate Center to the east is not expected to be subject to significant amounts of odor surpassing existing ambient odor levels from passerby vehicles within the Industrial/Commercial districts along Rancho del Oro Dr. and Ocean Ranch Blvd. Therefore, this project shall result in a less than significant impact.

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

- a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS? **No Impact.***

The project's short term construction activities and future operations shall not have a substantial adverse effect on any candidate/sensitive/special status species as found in any local/regional habitat policies/programs. Per the Oceanside MHCP Subarea Plan, the project is not located on land which contains any candidate/sensitive/special status animal species. The northernmost slopes of the project site contain a small patch of Diegan Coastal Sage Scrub (CSS) and a small portion of a California Gnatcatcher local corridor. This small area currently exists on the northern slopes which shall not be developed and shall not be impacted. The open space buffer to the north shall ensure that the CSS and gnatcatcher corridor shall remain undisturbed. In addition, gnatcatchers have not been observed on the project site but rather to the south and east. Those portions of the project site to be used for trucking school operations have been previously disturbed/graded and contain no sensitive vegetation/habitats/wetlands. Therefore, this project will result in a less than significant impact to any sensitive species.

- b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service? **No Impact.***

Per the Oceanside MHCP Subarea Plan, the northernmost portion of the project site contains a small patch

of Diegan Coastal Sage Scrub (CSS) and California Gnatcatcher local corridor. This small area exists on the northern slopes which shall not be developed and shall not be impacted. In addition, the open space buffer to the north shall ensure that the CSS and gnatcatcher corridor shall remain undisturbed. As such, this project shall have a less than significant impact to any habitats/natural communities.

- c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **No Impact.***

No federal wetlands as defined by Section 404 of the Clean Water Act exist on-site. In addition, the project scope of work and future operations shall not impact any off-site wetlands.

- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **Less than Significant Impact.***

Per the Oceanside MHCP Subarea Plan, the project is located along the eastern border of a Wildlife Corridor Planning Zone. As the project has been previously disturbed/graded, the site currently does not experience any movement of any native resident or migratory fish/wildlife species. In addition, the project is sandwiched between Rancho del Oro Dr. to the west and south, and by the Ocean Ranch Corporate Center to the east. These built environments are not utilized by wildlife species for movement. As mentioned above, the northernmost portion of the project site contains a small portion of CSS and Gnatcatcher corridor but shall not be disturbed due their location along the northern slopes of the property. The project's construction activities are limited to the southern portion of the site. The future trucking school operations shall be limited to the developed pad area and shall not interfere with any movement of any native resident/migratory fish and wildlife species, habitat corridors, nor impede the use of native wildlife nursery sites.

- e. *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance? **No Impact.***

As the project has been previously disturbed/graded, no significant biological resources exist on the site, with the exception of the small patch of CSS and gnatcatcher corridor located on the northern slopes of the project site. The project does not propose any development on said slopes and therefore the CSS and gnatcatcher corridor shall not be impacted. The project's minimal scope of construction activities and future operations shall be limited to the developed pad area. Therefore, the project shall not conflict with any local biological protection/preservation policies and ordinances including the Oceanside MHCP Subarea Plan.

- f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact.***

The project shall not conflict with the provisions of the Oceanside Subarea MHCP program or any other local/regional/state habitat conservation programs. The project site has already been disturbed due to previous rough grading (Rancho del Oro CIP) and exhibits almost no sensitive vegetation/habitat. As mentioned above (Sections A-E), the project site does not contain any candidate/sensitive/special status animal/fish/vegetation species with the exception of a small patch of Diegan Coastal Sage Scrub (CSS) and California Gnatcatcher local corridor located on the northern slopes. The project shall not disturb said slopes and the open space buffer to the north shall ensure that the CSS and gnatcatcher corridor shall remain undisturbed. In addition, gnatcatchers have not

been observed on the project site but rather to the south and east. The project has been reviewed and deemed to be compliant with the general requirements of the Oceanside MHCP Subarea Plan as well as the specific policies for lands within the Wildlife Corridor Zone, resulting in no impacts.

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

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5 of CEQA? **No Impact.***

The proposed project site has been previously rough graded/disturbed as a part of the Rancho del Oro CIP project. The project's scope of construction activities have been minimized so that the existing disturbed landforms shall not be significantly disturbed, with only minimal grading (± 50 y³ fill) proposed for the installation of a driveway and stabilized entryway, leaving the majority of the site in its existing condition. As no cuts are proposed, depths of grading will not exceed below the previously graded area, preserving any potential historical resources in-place. Therefore, no significant historical resources are expected to be disturbed.

- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 of CEQA? **No Impact.***

Please see Section A above.

- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact.***

Please see Section A above.

- d. *Disturb any human remains, including those interred outside of formal cemeteries? **No Impact.***

Please see Section A above.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.6 GEOLOGY AND SOILS. Would the project:				

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- 1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **No Impact.***

No known active seismic faults traverse the City of Oceanside per Table 4 from the 1997 edition of Special Publication 42 and the Public Safety Element of the City of Oceanside’s General Plan. Therefore, the project shall not be exposed to substantial adverse effects due to a rupture of a known earthquake fault. In addition, the project does not propose any permanent structures so structural stability concerns shall not be an issue. The nearest faults and their proximity are the Newport-Inglewood (offshore about ±8.5 miles away), Rose Canyon (±9.5 miles away), Elsinore-Temecula (±19.6 miles away), Elsinore-Julian (±20.4 miles away), and Coronado Banks (±25.4 miles away). Therefore no impacts are expected as result of a rupture of a known earthquake fault.

- 2) *Strong seismic ground shaking? **No Impact.***

As the property is located in the southern California region, the project site may be subject to strong ground shaking in the event of a major earthquake. The project site may also experience ground motion during its design life as a result of regional seismic activity. Based on the lack of proposed permanent structures and the nature of future project operations, no substantial adverse effects are expected from strong seismic ground shaking.

- 3) *Seismic-related ground failure, including liquefaction? **No Impact.***

Per the Public Safety Element of the City of Oceanside's General Plan, the project area is not located within an area of potential liquefaction, and therefore is not expected to be susceptible to substantial adverse effects from seismic-related ground failure and/or liquefaction.

4) Landslides? *Less Than Significant Impact.*

Per the Public Safety Element of the City of Oceanside's General Plan, the project area is located within an area susceptible to land slides. Based on the lack of proposed permanent structures and the nature of future project operations, a less than significant impact is expected.

b) Result in substantial soil erosion or the loss of topsoil? *No Impact.*

The project site has been previously disturbed during rough grading activities for the Rancho del Oro CIP. Approximately half of the site surface has been lined with Class II gravel base. In addition, the slopes of the pad along the property boundaries have been vegetated for erosion control/slope stabilization. As the project proposes only minimal grading for the stabilized entryway/driveway (± 50 y³ fill), no substantial soil erosion or loss of topsoil is expected to occur.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on - or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? *No Impact.*

Per the Project Grading/Soil Compaction Report for the Rancho del Oro Extension prepared by Geopacifica Technical Consultants (dated 3/21/2003), the project site was graded per the As-Built Grading Plans for Rancho del Oro Roadway (dated 12/12/2002). The report states that the project site was cut to reveal Santiago Formations, which did not exhibit any geologic structure(s) that would affect long-term performance of established slopes. The report also states that the finish cut for the project site is considered grossly stable and should remain so under normal climactic conditions. The report further recommends landscaping and runoff control devices on slopes to reduce erosion, along with drainage berms, swales, ditches, to maintain aid in longer term slope and graded pad surface. Pursuant to this recommendation, slope vegetation cover and drainage ditches have been installed on the western slopes of the property. In addition, native vegetation (CSS) covers the northern slopes (undisturbed). Therefore the project site soils are stable enough to support the proposed trailer, driveway/stabilized entryway, and truck/visitor/staff parking. As no permanent structures are proposed, the project shall not create substantial adverse effects due to any soil instability, on/off-site landslide, lateral spreading, subsidence, liquefaction and/or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property? *No Impact.*

Per the Project Grading/Soil Compaction Report for the Rancho del Oro Extension prepared by Geopacifica Technical Consultants (dated 3/21/2003), the project site does not exhibit any geologic structure(s) that would affect long-term performance of established slopes. The report also states that the finish cut for the project site is considered grossly stable and should remain so under normal climactic conditions. Therefore, the soils found on-site are expected to be cohesive enough to support the proposed trailer, driveway/stabilized entryway, and truck/visitor/staff parking. As no permanent structures are proposed, the project shall not create substantial adverse effects due to any expansion and shrinking/swelling of on-site soils.

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

The project does not propose a septic system or private sewer laterals to service the site. Portable toilets are expected to sufficiently serve the project’s construction activities and future operations. Therefore no impacts shall occur.

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

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **No Impact.***

The project proposes a vocational school providing commercial truck driving classroom education and lab training. The school will not transport, use, or dispose of hazardous materials during daily operations of the training facility. Regular truck maintenance, re-fueling, and washing shall occur off-site at an established gas station and/or truck repair facility.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Less than Significant Impact.***

No hazardous materials shall be handled during daily operations of the training facility. Typical

vehicle fluids including diesel, brake fluid, antifreeze, and motor oil shall be utilized for truck operation, but all re-filling will be done off-site. A potential for upset conditions exists from truck and construction accidents and shall be managed through the use of BMPs and all protocols/procedures as outlined in the SWPPP in compliance with all applicable local/state/federal stormwater and environmental regulations. Therefore a less than significant impact is expected.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No Impact.***

The project is located within ± 0.10 miles of the Pacific View Charter School located within the adjacent Ocean Ranch Corporate Center (3670 Ocean Ranch Blvd.). The school provides alternative education for K-12 students, emphasizing online/home schooling education with a 1-day-a-week classroom session. All classes are held indoors with no outdoor play areas/recreational facilities. As the trucking school shall not emit any hazardous emissions nor handle any hazardous materials, substances, and/or wastes during daily operations of the training facility, no impact shall result.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **No Impact.***

Per the list of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database, no hazardous materials, substances, and/or wastes were found on the project site. Prior to the property's rough grading, the site consisted of undisturbed, natural terrain which did not store nor was a source of hazardous materials/wastes. Currently the property consists of an existing trailer(s) and a row of trees, which are not sources of any potentially hazardous materials, substances, and/or wastes. As a result, the project site contains no hazardous materials and no subsequent hazard to the public or environment would result.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? **No Impact.***

Per the City's Land Use Element, the project site is not located within an airport land use plan. The project is located approximately 2 miles east of Oceanside Municipal airport. The project's proximity to the airport shall not subject the on-site classroom education and on/off-site lab practice sessions to any airport related safety hazards. Instructors shall perform ride-alongs during all practice sessions and aircraft noise levels are not sufficient to affect safe instruction (per the Airport Noise Contours within the Noise Element), resulting in no impacts.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? **No Impact.***

The project is not located within the vicinity of a private airstrip, therefore no impacts shall occur. The closest airport is located approximately 2 miles to the west (Oceanside Municipal Airport).

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **No Impact.***

The City's Public Safety Element identifies SR-76, El Camino Real, Oceanside Blvd., and College Blvd as the closest emergency evacuation routes for the project site. Project construction activities and

future operations are not expected to prevent the use of said routes in emergency situations. Off-site practice sessions and number of trucks (6 max.) shall be limited in frequency (Modules II & III, 60 hrs. of 240 total), so as to not impair any emergency evacuation routes.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? **No Impact.***

Per the Public Safety Element of the City’s General Plan, the proposed project site is not located within or in close proximity to a fire hazard area (natural/structural/non-structural). In addition, the project proposes a trailer for classroom education, leaving the majority of the site in its existing sparsely developed/unvegetated condition. Therefore no impacts for fire hazards shall occur as a result of the project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.8 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
k. Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Result in significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Could the proposed project result in increased erosion downstream?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n. Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
r. Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
s. Have a potentially significant adverse impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
t. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
u. Impact aquatic, wetland, or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Potentially impact stormwater runoff from construction or post construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
w. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
x. Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
y. Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
z. Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Violate any water quality standards or waste discharge requirements?* **No Impact.**

The project is subject to the water quality standards/waste discharge requirements as found in the

Municipal Stormwater Permit (R9-2007-0001) issued by the California Regional Water Quality Control Board for the San Diego Region. Pollution prevention for proposed driveway construction shall be addressed by temporary construction BMPs (gravel bags, straw wattles, stabilized entry/crushed aggregate). Any pollutants from post-development operations are expected to filter through the existing Class II gravel, proposed crushed aggregate entryway, and underlying soil. The project does not propose any impervious surfaces beyond the proposed concrete driveway ($\pm 1,125 \text{ ft.}^2$). As such, the project shall not violate any water quality standards or waste discharge requirements.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* **No Impact.**

The proposed project's scope of work and future operations shall not disturb existing groundwater conditions for the immediate project area and vicinity.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* **Less than Significant Impact.**

The project proposes minimal grading for the driveway/stabilized entryway construction activities ($\pm 50 \text{ y}^3$ fill), leaving the remainder of the site as-is. As such, the project's scope of work and future operations shall not substantially alter the existing drainage patterns for both the site and immediate area. No increase in erosion or siltation is expected to occur.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on - or off-site?* **Less than Significant Impact.**

As discussed above, the project proposes to leave the majority of the site as-is, with the exception of driveway/entryway construction activities. The project's scope of work and future operations shall not substantially alter the existing drainage pattern, stream/river courses and no significant increase in surface runoff volume/rate/duration is expected to occur.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* **No Impact.**

As the project will not create substantial increases in runoff volume/rate/duration, the existing MS4 is expected to sufficiently drain the site. Any marginal runoff from project operations shall be filtered through the existing pervious soils, Class II gravel surfaces, and proposed crushed aggregate entryway. Construction pollution prevention shall be mitigated through temporary construction BMPs.

- f) *Otherwise substantially degrade water quality?* **Less than Significant Impact.**

Proposed project construction activities and future operations are not expected to substantially degrade water quality through the usage of temporary construction BMPs and LID/Source Control BMPs as described in Section A (above).

To further ensure water quality shall not be impacted by the project's construction activities and/or future trucking school operations, the following mitigation measure is proposed:

MM 14.8.F.1: Vehicles shall be kept in good working order with no fluid/exhaust leaks through regular maintenance (or as necessary) at an established off-site truck service station/repair facility. Any incidental leaks or fluids when maintenance/repair is unavailable (off-hours, prior to maintenance appointment) shall be captured through drip pans and containers and stored in a visible location until repairs are conducted. Containers shall be disposed of properly and in accordance with all local/state/federal regulations. Leaks or spills that touch the ground prior to containment by drip pans/containers shall be minimized by the existing Class II gravel base, and remediated through the use of absorbent granular materials (sand, cat litter). Said contaminated gravel/soils/absorbent materials shall be disposed of in accordance with all applicable local/state/federal regulations. Any watering for dust transmission shall be immediately suspended until all spills and contaminated soils are disposed of.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **No Impact.***

The project site is not located within a 100 year floodplain as defined on the FEMA FIRM floodplain maps (Panel 754 of 2375, dated January 2001) and within the City's Public Safety Element Floodplain Maps. In addition, no housing is proposed.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **No Impact.***

Please see Section F above.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? **No Impact.***

The project site is not located within a 100 year floodplain as defined on the FEMA FIRM floodplain maps (Panel 754 of 2375, dated January 2001) and within the City's Public Safety Element Floodplain Maps. In addition, the project site is located outside of the lines of inundation for Lake Henshaw Dam failure.

- j) *Inundation by seiche, tsunami, or mudflow? **Less than Significant Impact.***

Per the City's Public Safety element, there is minimal potential for a seiche to occur in the proposed project area. Additionally, the proposed project area has not been affected by tsunamis in the past. If a tsunami threat should occur, it would come from a distant point of origin, allowing for ample warning and time to evacuate or prepare for the disaster. Due to project site's higher elevation in relation to nearby waterbodies and tributaries, the project is not expected to be susceptible to inundation by mudflow.

- k) *Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)? **Less than Significant Impact.***

The project is not expected to increase pollutant discharges to the receiving storm drainage system. As mentioned above (see Section A), the project's driveway construction activities shall be addressed by temporary construction BMPs. The project proposes to leave the majority of the site as-is, allowing post-development runoff to filter through existing pervious soil, Class II gravel base, and crushed aggregate

entryway.

- l) *Result in significant alteration of receiving water quality during or following construction? **Less than Significant Impact.***

Please see Sections A & K above.

- m) *Could the proposed project result in increased erosion downstream? **No Impact.***

See Sections C & D above. As the project is not expected to increase runoff rates/volume/duration and the receiving MS4 is not subject to erosion, the project shall not increase erosion downstream.

- n) *Result in increased impervious surfaces and associated increased runoff? **Less than Significant Impact.***

The project proposes an additional $\pm 1,125$ ft.² of impervious surface for the construction of a concrete driveway located in the southeast portion of the project site. Due to the minimal amount of increased imperviousness and location near the drainage outfall of the project, any increased runoff volume/rate/duration is expected to be less than significant.

- o) *Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes? **Less than Significant Impact.***

Please see Section C, D, & N above. Changes to drainage flow rates/volume/duration shall be less than significant and no significant adverse environmental impacts are expected to occur.

- p) *Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired? **Less than Significant Impact.***

The project discharges stormwater to a City MS4 and travels north along Rancho del Oro Dr to Mesa Dr. An examination of the 2006 303(d) list for impaired waterbodies in proximity to the project site (Loma Alta & San Luis Rey River) show pollutants of concern as Eutrophic/Indicator Bacteria (Loma Alta) and Chloride (San Luis Rey). The project's scope of work and future operations are not expected to significantly increase levels for said pollutants of concern.

- q) *Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions? **Less than Significant Impact.***

Please see Section P above. The waterbodies identified as ESAs in proximity to the project site are the Loma Alta Creek & San Luis Rey River. The project's scope of work and future operations are not expected to exacerbate already existing sensitive conditions.

- r) *Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters? **Less than Significant Impact.***

As the project proposes BMPs (construction/LID/Source Control BMPs) to account for any marginal stormwater pollution from both construction activities and future operations, a significant environmental impact to marine/fresh/wetland waters is not expected to occur.

- s) *Have a potentially significant adverse impact on groundwater quality? **No Impact.***

The project's minimal construction activities and future operations are not expected to impact existing groundwater.

- t) *Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? **No Impact.***

The project will not result in any violation of applicable water quality objectives/requirements as found in the Municipal Stormwater Permit (R9-2007-0001) issued by the California Regional Water Quality Control Board for the San Diego Region. In addition, no degradation of beneficial uses for any receiving water bodies is expected.

- u) *Impact aquatic, wetland, or riparian habitat? **No Impact.***

Please see Sections 14.4 –Biological Resources and Section 14.8.A-U – Hydrology/Water Quality for a discussion on the project's lack of impacts to any habitats.

- v) *Potentially impact stormwater runoff from construction or post construction? **Less than Significant Impact.***

Please see all Sections above.

- w) *Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? **Less than Significant Impact.***

The project does not propose any of the facilities/uses as mentioned above. On-site truck storage may exhibit potential for discharge of stormwater pollutants. Please see Section A in regards to LID/Source Control BMPs which are expected to provide sufficient prevention for anticipated pollutants.

- x) *Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? **No Impact.***

Please see Sections 14.8.A-X above.

- y) *Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm? **No Impact.***

Please see Sections 14.8.A-X above.

- z) *Create significant increases in erosion of the project site or surrounding areas? **No Impact.***

Please see Sections 14.8.A-X above.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.9 LAND USE AND PLANNING. Would the project:				

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Physically divide an established community? No Impact.*

The project is ideally located along the edge of the Rancho del Oro Industrial District, adjacent to the existing Ocean Ranch Corporate Center, and separated from residential uses by an open space buffer. The project is located so as to not divide an established community, resulting in no impacts.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? No Impact.*

The project has been analyzed and found to be consistent with the City’s General Plan, Rancho del Oro Specific Plan, Zoning Ordinance, Noise Control Ordinance, Municipal Stormwater Permit, and all other applicable local/state/federal regulations. The project has also been reviewed for compliance with the Oceanside MHCP Subarea Plan through avoidance of impacts to the existing patch of CSS and gnatcatcher corridor located along the northern slopes of the project site. The project adheres to all general regulations of the Subarea Plan and the specific requirements for lands within the Wildlife Corridor Zone. Therefore, the project results in no impacts in regards to conflicts with any applicable land use plans, policies, or jurisdictional agency regulations.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact.*

As discussed above in Section 14.4 (Biological Resources) and Section B above, the project has been reviewed and found to be consistent with the Oceanside MHCP Subarea Plan. The project shall avoid any impacts to the minimal CSS vegetation and gnatcatcher corridor lying along the northern project slopes, limiting all construction and trucking school operations to the disturbed portions of the site and shall comply with all general Subarea Plan regulations and specific requirements for lands within the Wildlife Corridor Planning Zone. No conflicts with the Oceanside MHCP subarea plan shall occur as a result of the project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.10 MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact.***

No valuable mineral resources are known to exist on-site. In addition, the project was previously rough graded/disturbed. The project's minimal scope of work and future operations shall not result in the loss of availability of any potential mineral resources.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **No Impact.***

Please see Section A above. The project has not been delineated as a locally-important mineral resource recovery site within the City's General Plan and RDO Specific Plan.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.11 NOISE. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Less than Significant Impact.***

The project's construction activities and future operations shall be limited to noise levels and hours of operation as found in the City's Noise Element and Noise Control Ordinance. The construction activities shall not generate noise levels in excess of 85 dBA within a 100 ft. radius (Noise Element) and shall be limited to the hours of 7 am to 6 pm. Classroom education shall not expose people to or generate noise levels in excess of said standards. Per the City's Noise Element, off-highway vehicles heavier than 6,000 lbs. (proposed trucks are over 26,000 lbs. per Commercial Class A Truck Drivers' License (CDL) requirements) are not allowed to generate noise levels in excess of 82 dBA. On/off-site practice sessions shall not generate noise levels in excess of 82 dBA. In addition, the limited number of trucks (6) combined with the short duration and infrequent number of practice sessions (60 hrs. of 240 total), shall result in intermittent noise generation levels of less than the maximum 70 dBA one-hour average sound level allowed for industrial districts. The trucks shall be equipped with volume adjustable backing alarms which are rated at 87 dBA (stock) and shall only be used intermittently for truck backing/docking/parking practice and during daytime sessions (unless alarm sound levels are adjusted for nighttime compliance).

Elevation differences and open space buffers (± 400 ft.) shall provide further noise dissipation/transmission reduction to sensitive residential uses to the north of the project. The limited/small-scale lab training sessions are not expected to create noise surpassing the existing ambient levels found within the adjacent Industrial/Commercial land uses, such as those levels generated by the existing trucking/logistics warehouse (± 0.5 miles east of project site on Ocean Ranch Dr. and Corporate Center Dr.) and existing vehicular traffic along Rancho del Oro Dr. (± 68 dBA one-hour average per the El Corazon Specific Plan EIR Noise Analysis).

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? **Less than Significant Impact.***

The project's construction activities and long-term operations shall not expose people to or generate excessive groundborne vibration and/or noise levels. Classroom education shall not generate excessive groundborne noise/vibration levels. Elevation differences and open space buffers should also provide vibration damping/noise dissipation to sensitive residential uses to the north of the project. The limited/small-scale lab training sessions are not expected to create groundborne vibration/noise in excess of the existing ambient levels found within the adjacent Industrial/Commercial land uses, such as those generated by the existing trucking/logistics warehouse (± 0.5 miles east of project site), found on Ocean Ranch Dr., and Corporate Center Dr.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **No impact.***

Please see Sections A & B above.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Less than Significant Impact.***

Temporary increases in ambient noise levels are expected from construction activities pertaining to driveway/stabilized entryway construction but shall be limited to the hours of 7 am to 6 pm and under

85 dBA measured from 100 ft., as specified in the City’s Noise Element and Noise Control ordinance. While the project shall emit periodic noise increases for the immediate project site, noise reception levels for the project vicinity are not expected to be higher than existing ambient levels emanating from existing truck/vehicular traffic from adjacent Industrial/Commercial land uses, including noise generated by the existing trucking/logistics warehouse (±0.5 miles east of project site on Ocean Ranch Dr. and Corporate Center Dr.) and existing levels along Rancho del Oro Dr. (±68 dBA per the Noise Analysis in the El Corazon Specific Plan EIR). On/off-site truck practice shall not create noise in excess of the maximum 70 dBA one-hour average allowed for Industrial Districts. The limited number of trucks (6) combined with the short duration/infrequent number of practice sessions (60 hrs. of 240 total) shall result in intermittent noise generation levels of less than the maximum one-hour average at the nearest reception areas (70 dBA at Ocean Ranch Corporate Center and 50 dBA at northern residences).

The project shall not generate excessive noise levels for the residences to the north due to the project’s higher elevation and an open space buffer (±400 ft.) which shall adequately dissipate noise transmission emitted from the project site. Noise reception for the existing commercial uses to the east (Ocean Ranch) shall be dissipated due to the project’s lower elevation and distance (±175 ft.). Noise reception from any future developments located to the west (City owned land) shall not be affected due to that area’s existing topography/landforms/lower elevation/distance (±300 ft.), which shall provide adequate screening/dissipation. Therefore, the project shall only increase noise for the immediate project site and will not substantially increase ambient noise levels, resulting in a less than significant impact.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.***

Per the City’s Land Use Element, the project site is not located within an airport land use plan. The project is located approximately 2 miles east of Oceanside Municipal airport. The project’s proximity to the airport shall not subject the on-site classroom education and on/off-site lab practice sessions to excessive noise levels. Instructors shall perform ride-alongs during all practice sessions and aircraft noise levels are not sufficient to affect safe instruction (per the Airport Noise Contours within the Noise Element), resulting in no impacts.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.***

The project is not located within the vicinity of a private airstrip, therefore no impacts will occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.12 POPULATION & HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **No Impact.**

The proposed project is to allow the development and implementation of a Trucking Driving School in a PD-1 zone within an Industrial Land Use Designation. The project's construction activities and trucking school operations will not directly or indirectly induce substantial population growth in the project area.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **No Impact.**

The proposed project is to allow the development and implementation of a Trucking Driving School in a PD-1 zone within an Industrial Land Use Designation. The project's construction activities and trucking school operations will not displace any existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **No Impact.**

The proposed project is to allow the development and implementation of a Trucking Driving School in a PD-1 zone within an Industrial Land Use Designation. The project's construction activities and trucking school operations will not displace any number of people.

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

1) *Fire protection? **No Impact.***

The closest Oceanside Fire Department Station (Station 3 – 3103 Oceanside Blvd.), is located ±1.25 miles southwest of the project site and can provide response times of under the 5 minute goal (Policy 3.1 – Public Facilities Element). Therefore, the project shall not necessitate the provision of new or physical alteration of fire protection facilities/services.

2) *Police protection? **No Impact.***

The Oceanside Police Department is located ±1.25 miles northwest of the project site and can respond within the 5 minute response time goal for Priority I & II calls (Policy 4.3 – Public Facility Element). Therefore, the project shall not necessitate the provision of new or physical alteration of police protection facilities/services.

3) *Schools? **No Impact.***

The project proposes a private vocational trucking school and will not generate an increase in student attendance/population within the Oceanside Unified School District. Therefore, the project shall not necessitate the provision of new or physical alteration of other public school facilities/services.

4) *Parks? **No Impact.***

The project proposes a vocational trucking school and shall not increase public park usage. Therefore, the project shall not necessitate the provision of new or physical alteration of park facilities/services.

5) *Other public facilities? **Less than Significant Impact***

The project proposes the construction of a 12” RCP drainage structure to replace those portions of the existing Type B ditch to be replaced by the proposed driveway. Construction impacts shall be mitigated through the use of construction BMPs resulting in a less than significant impact.

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

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **No Impact.***

The closest public park facility is located ±0.5 miles to the northeast (Martin Luther King Jr. Park). Trucking school students/staff shall not utilize the park, therefore the project shall neither impact nor increase use of existing neighborhood/regional parks or other recreational facilities.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **No Impact.***

The project is a vocational trucking school and does not include or require any recreational facilities. The closest public recreational facility is located ±0.5 miles to the northeast (Martin Luther King Jr. Park). Trucking school students shall not utilize the facility; therefore the project does not require construction/expansion of recreational facilities.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.14 TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? **Less than Significant Impact.***

The project is expected to increase traffic by approximately 45-65 ADT per class session (2 sessions a day). Based on the estimated increase in traffic (see Table 1.3 below), it is expected that the additional 90-130 ADTs would not cause substantial traffic impacts in regards to traffic load/capacity for the immediate and surrounding circulation system (Rancho del Oro Dr. currently operates at LOS A with a volume to capacity ratio of 0.29 (11,500 ADT of 40,000 capacity). Therefore the project's increase in

traffic shall result in a less than significant impact.

Table 1.3 – Truck Traffic Generation Estimate				
Class Type	Module	Trip Type/# of trips daily		Notes
6 week course (morning)	I	10	Morning arrival	45 total average daily trips during Module I session
		10	Lunch trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Morning arrival	
		5	Lunch trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		45	Total trips	
		6 week course (morning)	II	
10	Lunch trips (10 students)			
10	Leaving school			
30	Total student trips			
5	Morning arrival			
5	Lunch trips (5 instructors)			
5	Leaving school			
15	Total instructor trips			
20*	Entry/Exit Lab (10 students x 2 practice sessions)*			
65	Total trips			
6 week course (morning)	III	10	Morning arrival	65 total average daily trips during Module III session
		10	Lunch trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Morning arrival	
		5	Lunch trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		20*	Lab (10 students x 2 practice sessions)*	
		65	Total trips	
12 week course (evening)	I	10	Evening arrival	45 total average daily trips during Module I session
		10	Dinner/break trips (10 students)	
		10	Leaving school	
		30	Total student trips	

		5	Evening arrival	
12 week course (evening) (cont.)	I (cont.)	5	Dinner/break trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		45	Total trips	
12 week course (evening)	II	10	Evening arrival	65 total average daily trips during Module II session
		10	Dinner/break trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Evening arrival	
		5	Dinner/break trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		20*	Lab (10 students x 2 practice sessions)*	
		65	Total trips	
12 week course (evening)	III	10	Evening arrival	65 total average daily trips during Module III session
		10	Dinner/break trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Evening arrival	
		5	Dinner/break trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		20*	Lab (10 students x 2 practice sessions)*	
		65	Total trips	
Expected trip generation is approximately 90-130 ADT (average daily trips) depending upon Module*				
*Expected trip generation per CA Career School Program Outline				

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? **Less than Significant Impact**

Per the Traffic Impact Analysis prepared by Linscott Law & Greenspan (LLG) for the El Corazon Specific Plan Draft EIR, dated July 2008, Rancho del Oro Dr. (between Mesa Dr. and Oceanside Blvd) currently operates at LOS A, with a 0.29 volume to capacity ratio (11,500 ADT out of 40,000 ADT capacity). The marginal 90-130 ADTs generated from the proposed trucking school's daily

operations shall not directly or indirectly increase traffic to levels which would result in the degradation of the existing LOS A.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **No Impact.***

The project proposes a vocational trucking school which shall not change existing air traffic patterns, levels, and location/routes. Therefore, the project's construction activities and future operations are not expected to have any impact on air traffic patterns for the immediate and surrounding area.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Less than Significant Impact***

As the project proposes a vocational trucking school using large commercial trucks for on/off-site training, a potential for increased traffic hazards exists during truck ingress/egress onto Rancho del Oro Dr. The program description calls for a limited frequency and duration of truck lab sessions (60 hrs. of 240 total), of which only a portion shall be off-site training. In addition, the project proposes to replace the existing gravel driveway with a paved driveway/stabilized entryway to ensure safer vehicular ingress/egress for off-site truck training. Instructors shall perform ride-alongs at all times to provide close supervision and enhanced safety. Therefore, the project is expected to have a less than significant impact in regards to traffic hazards for the local circulation network.

- e) *Result in inadequate emergency access? **No Impact.***

The project shall improve existing emergency access by paving the existing gravel driveway and adding a stabilized entryway to further increase safety and improved emergency vehicular ingress/egress.

- f) *Result in inadequate parking capacity? **No Impact.***

The project proposes 6 on-site truck parking spaces, 10 on-site parking spaces for staff/faculty and is expected to be sufficient for proposed trucking school operations. The project shall improve the existing parking situation for the site through explicit delineation of parking areas through the use of chalk lines.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? **No Impact.***

The project proposes vocational training for commercial truck driving and future operations shall not conflict with the City's alternative transportation policies/plans/programs. Per the NCTD Route Planner, the closest bus and train stop is at the Rancho del Oro Sprinter Station located at the corner of Rancho del Oro Dr. and Oceanside Blvd. approximately ± 0.6 miles south of the project, and is serviced by Bus Routes 317, 318, 319 and the Sprinter rail. Another bus stop at the corner of Via Rancho Dr. and Rancho del Oro Dr., is located $+0.6$ miles north of the project site and is serviced by Route 313. These stops shall provide alternative transportation modes within a reasonable distance from the project site.

In compliance with the City's alternative transportation policies (Policy D.1 & D.2 – Bicycle Facilities of the Circulation Element) the project shall incorporate free-standing bike racks to encourage/support bicycle modes of travel.

Therefore, the project shall not conflict with City adopted policies, plans, or programs supporting alternative transportation.

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

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **No Impact.***

The project is for a temporary trucking school (5 years) and municipal wastewater service shall not be necessary. The project site is not currently serviced by sewer and does not propose any connection to municipal wastewater. Portable toilets are proposed which are expected to adequately serve the project's operations. Said portable toilets shall be regularly serviced by a licensed waste disposal service in compliance with all City/County/State Environmental Health regulations

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **No Impact.***

The project is for a temporary trucking school (5 years) and will not construct any new water/wastewater facilities. A private connection to the existing irrigation meter along Rancho del Oro Dr. is proposed to provide water to the site for dust control/mitigation and landscape irrigation. An agreement letter between the California Career School and the City of Oceanside shall be provided to the Water Utilities Department indicating the property owner's permission for an irrigation service tie-in.

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Less than Significant Impact.***

The project proposes the construction of a 12" RCP under the proposed driveway to replace the existing Type B Ditch, which shall be removed). The installation of the 12" RCP shall be mitigated by BMPs and shall not cause any significant environmental effects, resulting in a less than significant impact.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Less than Significant Impact***

The project site is currently serviced by municipal water for landscape irrigation and proposes a private connection to the existing irrigation meter located along Rancho del Oro Dr. for dust control/mitigation and additional landscape irrigation. As the project is a temporary use (5 years), potable water is not expected to be required for future project operations and all vehicle washing shall be conducted off-site. An agreement letter between the California Career School and the City of Oceanside shall be provided to the Water Utilities Department indicating the property owner's permission for an irrigation service tie-in.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **No Impact.***

Please see Sections A & B above.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **No Impact.***

The project is for a temporary trucking school (5 years) and the project's solid waste needs are expected to be minimal based on the scope of construction activities and nature of future operations. The project is expected to be adequately served by a landfill with sufficient permitted capacity to accommodate solid waste needs, resulting in no impacts.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste? **No Impact.***

The project's solid waste needs are expected to be minimal based on the scope of construction activities and nature of future operations. Project solid waste disposal shall comply with all pertinent local/state/federal statutes and regulations, resulting in no impacts.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.16 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
c. Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

As discussed in Sections 14.4 (Biological Resources), 14.5 (Cultural Resources), 14.8 (Hydrology/Water Quality), and all other applicable Sections above, the project's minimal construction activities and nature of future operations shall result in no impacts to less than significant impacts with the exception of Air Quality degradation (potentially significant unless mitigated) stemming from vehicular emissions. Mitigation measures shall ensure that the potential air quality effects shall be mitigated to levels of less than significant. Therefore the project shall not degrade the quality of the environment and/or substantially impact fish/wildlife/endangered species/historical resources.

- b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? **No Impact.***

The project shall not impact short-term nor long-term local/state/federal environmental goals through compliance with the Oceanside MHCP Subarea Plan, City of Oceanside General Plan, City of Oceanside Zoning/Municipal Code, and all other applicable regional/state/federal environmental regulations.

- c) *Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)? **Less than Significant Impact***

The project's minimal construction activities and future operations do not exhibit individual impacts that shall result in a cumulatively considerable impact. The project's low impact design, careful program management and mitigation measures shall ensure that any potential future effects are minimized to those of a less than significant impact.

- d) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly? **Less than Significant Impact***

While the project has the potential to have direct or indirect environmental effects on human beings in regards to noise and air quality, said effects are not considered to be substantial (Air Quality effects are less than significant when mitigated). The project shall have the potential to increase noise generation/reception levels for the project site and immediate vicinity but shall be kept to levels below

the 70 dBA one-hour average (industrial district) and below the 82 dBA maximum for off-highway vehicles over 6,000 lbs. Construction activities shall be limited to those hours of operation (7 am to 6pm) and levels (85 dBA at 100 ft.) as specified in the Noise Element. Existing topography, open space buffers, landscaping, and project distance shall also provide sufficient noise dissipation/reduction.

An URBEMIS model for the project specifications revealed that project shall contribute to an existing non-attainment status for criteria pollutants, resulting in a potentially significant impact unless mitigated. Potential air quality impacts from vehicle emissions and construction activities shall be mitigated through the usage of various dust control procedures and adherence to all state/federal heavy diesel truck and diesel equipment emissions standards. No stationary operational emissions would result due to the project's lack of permanent structures/equipment.

The project proposes a temporary trucking school use (5 years) and is not expected to have any permanent environmental effects. Therefore, the project's minimal construction activities and future operations shall not directly or indirectly result in a substantial adverse environmental effect on human beings.

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



Gerald Gilbert, Planning Director
Shapouri & Associates

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

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

- It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.
- It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the County Clerk in accordance with Section 711.4(d) of the Fish and Game Code.

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



Scott Nightingale, Planner II

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



Gerald Gilbert, Planning Director
Shapouri & Associates

References:

- City of Oceanside General Plan. 2002. City of Oceanside.
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1 PLANNING COMMISSION
2 RESOLUTION NO. 2009-P43

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE
4 CITY OF OCEANSIDE, CALIFORNIA APPROVING A
5 CONDITONAL USE PERMIT ON CERTAIN REAL PROPERTY
IN THE CITY OF OCEANSIDE

6 APPLICATION NO: C-4-09
7 APPLICANT: California Career School
8 LOCATION: On the north east portion of Rancho Del Oro between Ocean
Ranch Boulevard and Mesa Drive

9 THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES
10 RESOLVE AS FOLLOWS:

11 WHEREAS, there was filed with this Commission a verified petition on the forms
12 prescribed by the Commission requesting a Conditional Use Permit under the provisions of Articles
13 24, 40, and 41 of the Zoning Ordinance of the City of Oceanside to permit the following:
14 to permit the operation of a trucking school on a 5.8 acre site for five years;
15 on certain real property described in the project description.

16 WHEREAS, the Planning Commission, after giving the required notice, did on the 24th day
17 of August 2009, conduct a duly advertised public hearing as prescribed by law to consider said
18 application.

19 WHEREAS, pursuant to the California Environmental Act of 1970, the Planning
20 Commission finds that a Mitigated Negative Declaration has been prepared stating that if the
mitigation measures are met there will not be an significant adverse impact upon the environment;

21 WHEREAS, there is hereby imposed on the subject development project certain fees,
22 dedications, reservations and other exactions pursuant to state law and city ordinance;

23 WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the
24 project is subject to certain fees, dedications, reservations and other exactions as provided below:

25 /////
26 /////
27 /////
28

1	<u>Description</u>	<u>Authority for Imposition</u>	<u>Current Estimate Fee or Calculation Formula</u>
2			
3	Parkland Dedication/Fee	Ordinance No. 91-10 Resolution No. 06-R0334-1	\$3,503 per unit
4			
5	Drainage Fee	Ordinance No. 85-23 Resolution No. 06-R0334-1	Depends on area (range is \$2,843-\$15,964 per acre)
6			
7	Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	\$.713 per square foot or \$713 per thousand square feet for non-residential uses
8			
9	School Facilities Mitigation Fee	Ordinance No. 91-34	\$.42 per square foot non-residential for Oceanside
10	Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	\$15.71 per vehicle trip
11			
12	Thoroughfare Fee	Ordinance No. 83-01 Resolution No. 06-R0334-1	\$255 per vehicle trip
13			
14	Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	Non-residential is \$35,160 for a 2" meter
15			
16			
17	Wastewater System Buy-in fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0610-1	Based on capacity or water meter size. Non-residential is \$48,280 for a 2" meter.
18			
19			
20	San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	Based on meter size. Non-residential is \$22,495 for a 2" meter.
21			
22			

23 WHEREAS, the current fees referenced above are merely fee amount estimates of the
24 impact fees that would be required if due and payable under currently applicable ordinances and
25 resolutions, presume the accuracy of relevant project information provided by the applicant, and are
26 not necessarily the fee amount that will be owing when such fee becomes due and payable;

27 WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated
28 and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code
and the City expressly reserves the right to amend the fees and fee calculations consistent with
applicable law;

1 WHEREAS, the City expressly reserves the right to establish, modify or adjust any fee,
2 dedication, reservation or other exaction to the extent permitted and as authorized by law;

3 WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that
4 the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction
5 described in this resolution begins on the effective date of this resolution and any such protest must
6 be in a manner that complies with Section 66020;

7 WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes
8 effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

9 WHEREAS, studies and investigations made by this Commission and in its behalf reveal
10 the following facts:

11 FINDINGS:

12 For the Conditional Use Permit:

- 13 1. That the proposed location of the California Career Trucking School is in accord with
14 the objectives of the Zoning Ordinance and the purposes of the district in which the site
15 is located. The proposed trucking school would operate no more than six trucks for the
16 instruction of driving and maneuvering large trucks, and a temporary office trailer would
17 be necessary for the classroom learning. The trucking school use is limited to five years
18 from the date of this approval.
- 19 2. That the proposed location of the California Career trucking school and the proposed
20 conditions under which it would be operated or maintained will be consistent with the
21 General Plan; will not be detrimental to the public health, safety, or welfare of persons
22 residing or working in or adjacent to the neighborhood of such use; and will not be
23 detrimental to properties or improvements in the vicinity or to the general welfare of the
24 City. The trucking school use would be thousands of feet from any abutting residential
25 properties and developments, and would not pose a negative impact, in terms of noise
26 and odor to the community as well as the City of Oceanside. The use of no more than
27 six trucks for the teaching of driving semi-trucks for vocational/occupational training
28 would not negatively impact the level of service and would not create a significant
impact to the surrounding traffic. The project is forecasted to generate 90-130 average
daily traffic counts, and the proposed use has been analyzed to ensure that the level of

1 service would not be negatively impacted as specified in the description and Mitigated
2 Negative Declaration for the project.

- 3 3. That the proposed conditional use for the California Career trucking school will comply
4 with the provisions of the Zoning Ordinance, including any specific condition required
5 for the proposed conditional use in the district in which it would be located. The
6 California Career trucking school facility would meet all development regulations as
7 specified in the Zoning Ordinance in terms of heights, setbacks, and permitted uses. The
8 proposed Conditional Use Permit for the California Career trucking school is subject to
9 compliance with the Mitigation Habitat Conservation Program and Mitigation and
10 Monitoring Requirements as specified in the Mitigated Negative Declaration.

11 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
12 approve the Conditional Use Permit (C-4-09) subject to the following conditions:

13 **Building:**

- 14 1. Applicable Building Codes and Ordinances shall be based on the date of submittal for
15 Building Division plan check. (As of January 1, 2008 the 2007 California Building Code,
16 and 2007 California Electrical Code)
- 17 2. The granting of approval under this action shall in no way relieve the applicant/project
18 from compliance with all State and Local building codes.
- 19 3. Site development, parking, access into buildings and building interiors shall comply with
20 the State's Disabled Accessibility Regulations. (2007 California Building Code (CBC),
21 Chapter 11B).
- 22 4. The building plans for this project are required by State law to be prepared by a licensed
23 architect or engineer and must be in compliance with this requirement prior to submittal
24 for building plan review.
- 25 5. All electrical, communication, CATV, etc. service lines within the exterior lines of the
26 property shall be underground (City Code Sec. 6.30).
- 27 6. All outdoor lighting must comply with Chapter 39 of the City Code (Light Pollution
28 Ordinance). Where color rendition is important, high-pressure sodium, metal halide or
other such lights may be utilized and shall be shown on building and electrical plans.
7. Compliance with the Federal Clean Water Act (BMP's) must be demonstrated on the plans.

- 1 8. Separate/unique addresses will/may be required to facilitate utility releases. Verification
2 that the addresses have been properly assigned by the City's Planning Division must
3 accompany the Building Permit application.
- 4 9. Setbacks and Type of Construction must comply with the 2007 California Building Code.
5 Exterior openings less than five feet from the property line must be protected per table
6 704.8 of the CBC. Exterior walls less than five feet to the property line must be one-hour
7 rated per Table 602 of the CBC.
- 8 10. Disabled Access for people in a wheel chair must be provided for the office trailer,
9 including the bathroom, office, etc. Plans must be submitted and approved and a Permit
10 obtained for a ramp to the office and access to the bathrooms.
- 11 11. Verification of County Health Department review/approval for the septic system must be
12 submitted to the Building Division with the plan submittal.
- 13 12. The developer shall monitor, supervise and control all building construction and supporting
14 activities so as to prevent these activities from causing a public nuisance, including, but not
15 limited to, strict adherence to the following:
- 16 a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00
17 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for work
18 that is not inherently noise-producing. Examples of work not permitted on Saturday
19 are concrete and grout pours, roof nailing and activities of similar noise-producing
20 nature. No work shall be permitted on Sundays and Federal Holidays (New Year's
21 Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day) except
22 as allowed for emergency work under the provisions of the Oceanside City Code
23 Chapter 38 (Noise Ordinance).
- 24 b) The construction site shall be kept reasonably free of construction debris as specified
25 in Section 13.17 of the Oceanside City Code. Storage of debris in approved solid
26 waste containers shall be considered compliance with this requirement. Small
27 Amounts of construction debris may be stored on-site in a neat, safe manner for
28 short periods of time pending disposal.

Engineering:

13. All improvements shall be in accordance with standard plans, specifications of the City of Oceanside and subject to approval by the City Engineer.

1 14. Design and construction of all improvements shall be in accordance with standard plans,
2 specifications of the City of Oceanside and subject to approval by the City Engineer.

3 15. The owner/developer shall monitor, supervise and control all construction and construction-
4 supportive activities, so as to prevent these activities from causing a public nuisance,
5 including but not limited to, insuring strict adherence to the following:

6 a) Dirt, debris and other construction material shall not be deposited on any public
7 street or within the City's stormwater conveyance system.

8 b) All grading and related site preparation and construction activities shall be limited
9 to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. No engineering
10 related construction activities shall be conducted on Saturdays, Sundays or legal
11 holidays unless written permission is granted by the City Engineer with specific
12 limitations to the working hours and types of permitted operations. All on-site
13 construction staging areas shall be as far as possible (minimum 100 feet) from any
14 existing residential development. Because construction noise may still be
15 intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance
16 also prohibits "any disturbing excessive or offensive noise which causes
17 discomfort or annoyance to reasonable persons of normal sensitivity."

18 c) All grading and related site preparation and construction activities shall be limited
19 to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. No engineering
20 related construction activities shall be conducted on Saturdays, Sundays or legal
21 holidays unless written permission is granted by the City Engineer with specific
22 limitations to the working hours and types of permitted operations. All on-site
23 construction staging areas shall be as far as possible (minimum 100 feet) from any
24 existing residential development. Because construction noise may still be
25 intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance
26 also prohibits "any disturbing excessive or offensive noise which causes
27 discomfort or annoyance to reasonable persons of normal sensitivity."

28 d) The construction site shall accommodate the parking of all motor vehicles used by
persons working at or providing deliveries to the site. An alternate parking site can
be considered by the City Engineer in the event that the lot size is too small and
cannot accommodate parking of all motor vehicles.

1 e) The owner/developer shall complete a haul route permit application (if required for
2 import/export of dirt) and submit to the City of Oceanside Engineering Division 48
3 hours in advance of beginning of work. Hauling operations (if required) shall be
4 8:00 a.m. to 3:30 p.m. unless approved otherwise.

5 16. It is the responsibility of the owner/owner/developer to evaluate and determine that all soil
6 imported as part of this development is free of hazardous and/or contaminated material as
7 defined by the City and the County of San Diego Department of Environmental Health.
8 Exported or imported soils shall be properly screened, tested, and documented regarding
9 hazardous contamination.

10 17. A traffic control plan shall be prepared according to the City traffic control guidelines and
11 approved to the satisfaction of the City Engineer prior to the start of work within the public
12 right-of-way. Traffic control during construction of streets that have been opened to public
13 traffic shall be in accordance with construction signing, marking and other protection as
14 required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control
15 plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

16 18. Approval of this development project is conditioned upon payment of all applicable impact
17 fees and connection fees in the manner provided in chapter 32B of the Oceanside City Code.
18 All traffic signal fees and contributions, highway thoroughfare fees, park fees,
19 reimbursements, and other applicable charges, fees and deposits shall be paid prior to the
20 issuance of any building permits, in accordance with City Ordinances and policies. The
21 owner/developer shall also be required to join into, contribute, or participate in any
22 improvement, lighting, or other special district affecting or affected by this project.
23 Approval of the tentative map (project) shall constitute the owner/developer's approval of
24 such payments, and his agreement to pay for any other similar assessments or charges in
25 effect when any increment is submitted for final map or building permit approval, and to
26 join, contribute, and/or participate in such districts.

27 19. Sidewalk improvements (construct/replace) shall comply with ADA requirements. ADA
28 ramps are required at each side of the proposed drive access on Rancho Del Oro Drive
(RDO).

- 1 20. Intersectional sight distance and clear space shall be required along RDO from proposed
2 driveway for each direction of traffic. The sight distance and clear space requirements shall
3 conform to the corner sight distance criteria as provided by SDRSD DS-20B.
- 4 21. Pavement sections for the proposed driveway shall be based upon approved soil tests, traffic
5 indices and San Diego Regional Standards Drawings, G-26. The pavement section shall be
6 designed for D-2000 loading requirements for truck traffic and to be prepared by the
7 owner/developer's soil engineer and must be approved by the City Engineer, prior to paving.
- 8 22. Any existing broken pavement, concrete curb, gutter or sidewalk or any damaged during
9 construction of the project and length of the conditional use permit, shall be repaired or
10 replaced by the California Driving Career School as directed by the City Engineer.
- 11 23. Grading and drainage facilities shall be designed and installed to adequately accommodate
12 the local storm water runoff and shall be in accordance with the City's Engineers Manual
13 and current San Diego County Hydrology Standards as directed by the City Engineer.
- 14 24. The owner/developer shall obtain any necessary permits and clearances from all public
15 agencies having jurisdiction over the project due to its type, size, or location, including but
16 not limited to the U. S. Army Corps of Engineers, California Department of Fish & Game,
17 U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality Control Board
18 (including NPDES), San Diego County Health Department, prior to the issuance of grading
19 permits.
- 20 25. The approval of the project shall not mean that proposed grading or improvements on
21 adjacent properties (including any City properties/right-of-way or easements) is granted or
22 guaranteed to the owner/developer. The owner/developer is responsible for obtaining
23 permission to grade to construct on adjacent properties. Should such permission be denied,
24 project shall be subject to going back to the public hearing or subject to a substantial
25 conformity review.
- 26 26. This project shall provide year-round erosion control including measures for the site
27 required for the phasing of grading. Prior to the issuance of grading permit, an erosion
28 control plan, designed for all proposed stages of construction, shall be reviewed, secured by
the owner/developer with cash securities and approved by the City Engineer.
- 27 27. A minor grading plan shall be prepared, reviewed, secured and approved prior to the
issuance of any permits. The plan shall reflect all pavement, flatwork, landscaped areas,

1 special surfaces, curbs, gutters, striping, and signage, drainage devices and utility services.
2 Parking lot striping and any on site traffic calming devices shall be shown on the minor
3 grading plan.

4 28. The drainage design on development plan is conceptual only. The final design shall be
5 based upon a hydrologic/hydraulic study to be approved by the City Engineer during final
6 engineering. All drainage picked up in an underground system shall remain underground
7 until it is discharged into an approved channel, or as otherwise approved by the City
8 Engineer. All public storm drains shall be shown on City standard plan and profile sheets.
9 All storm drain easements shall be dedicated where required. The owner/developer shall be
10 responsible for obtaining any off-site easements for storm drainage facilities.

11 29. Storm drain facilities shall be designed and located such that the inside travel lanes on
12 streets with Collector or above design criteria shall be passable during conditions of a 100-
13 year frequency storm.

14 30. Sediment, silt, grease, trash, debris, and/or pollutants shall be collected on-site and disposed
15 of in accordance with all state and federal requirements, prior to storm water discharge
16 either off-site or into the City drainage system.

17 31. Unless an appropriate barrier is approved on a landscape plan, a minimum 42-inch high
18 barrier, approved by the City Engineer, shall be provided at the top of all slopes whose
19 height exceeds 20 feet or where the slope exceeds 4 feet and is adjacent to RDO.

20 32. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project
21 will be subject to prevailing wage requirements as specified by Labor Code section 1720(b)
22 (4). The owner/developer shall agree to execute a form acknowledging the prevailing wage
23 requirements prior to the granting of any fee reductions or waiver.

24 33. The approval of the project shall not mean that closure, vacation, or abandonment of any
25 public street, right-of-way, easement, or facility is granted or guaranteed to the
26 owner/developer. The owner/developer is responsible for applying for all closures,
27 vacations, and abandonments as necessary. The application(s) shall be reviewed and
28 approved or rejected by the City of Oceanside under separate process (es) per codes,
ordinances, and policies in effect at the time of the application. The City of Oceanside
retains its full legislative discretion to consider any application to vacate a public street or
right-of-way.

1 34. In the event that the conceptual plan does not match the conditions of approval, the
2 resolution of approval shall govern.

3 35. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines and
4 Specifications for Landscape Development (latest revision), Water Conservation Ordinance
5 No. 91-15, Engineering criteria, City code and ordinances, including the maintenance of
6 such landscaping, shall be reviewed and approved by the City Engineer prior to the issuance
7 of building permits. Landscaping shall not be installed until bonds have been posted, fees
8 paid, and plans signed for final approval. The following landscaping requirements shall be
9 required prior to plan approval and certificate of occupancy:

- 10 a) Final landscape plans shall accurately show placement of all plant material such as
11 but not limited to trees, shrubs, and groundcovers.
- 12 b) Landscape Architect shall be aware of all utility, sewer, storm drain easement and
13 place planting locations accordingly to meet City of Oceanside requirements.
- 14 c) All required landscape areas shall be maintained by owner including the right-of-
15 way. The landscape areas shall be maintained per City of Oceanside requirements.
- 16 d) Proposed landscape species shall be native or naturalized to fit the site and meet
17 climate changes indicative to their planting location. The selection of plant
18 material shall also be based on cultural, aesthetic, and maintenance
19 considerations. In addition proposed landscape species shall be low water users
20 as well as meet all fire department requirements.
- 21 e) All planting areas shall be prepared with appropriate soil amendments, fertilizers,
22 and appropriate supplements based upon a soils report from an agricultural
23 suitability soil sample taken from the site.
- 24 f) Ground covers or bark mulch shall fill in between the shrubs to shield the soil
25 from the sun, evapotranspiration and run-off. All the flower and shrub beds shall
26 be mulched to a 3" depth to help conserve water, lower the soil temperature and
27 reduce weed growth.
- 28 g) The shrubs shall be allowed to grow in their natural forms. All landscape
improvements shall follow the City of Oceanside Guidelines.
- h) Root barriers shall be installed adjacent to all paving surfaces, where a paving
surface is located within six feet of a trees trunk on-site (private) and within 10

1 feet of a trees trunk in the right-of-way (public). Root barriers shall extend five
2 feet in each direction from the centerline of the trunk, for a total distance of 10
3 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around the
4 tree's root ball is unacceptable.

5 i) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall
6 obtain planning department approval for these items in the conditions or
7 application stage prior to 1st submittal of working drawings.

8 j) For the planting and placement of trees and their distances from hardscape and
9 other utilities/structures the landscape plans shall follow the City of Oceanside's
10 (current) Tree Planting Distances and Spacing Standards.

11 k) An automatic irrigation system shall be installed to provide coverage for all
12 planting areas shown on the plan. Low precipitation equipment shall provide
13 sufficient water for plant growth with a minimum water loss due to water run-off.

14 36. Irrigation systems shall use high quality, automatic control valves, controllers and other
15 necessary irrigation equipment. All components shall be of non-corrosive material. All drip
16 systems shall be adequately filtered and regulated per the manufacturer's recommended
17 design parameters.

18 37. All irrigation improvements shall follow the City of Oceanside Guidelines and Water
19 Conservation Ordinance.

20 a) The landscape plans shall match all plans affiliated with the project.

21 b) Landscape plans shall comply with Biological and/or Geotechnical reports, as
22 required, shall match the grading and improvement plans, comply with SWMP Best
23 Management Practices and meet the satisfaction of the City Engineer.

24 c) Existing landscaping both on site designated protected in place as well as all off-site
25 areas shall be protected in place and supplemented or replaced to meet the
26 satisfaction of the City Engineer unless specifically directed and approved on plan.

27 d) All trees and palms to be removed from the site shall be replaced on-site at a 1:1
28 caliper/ BTH on site.

e) Plant material or any landscape structures or elements, shall not interfere with site
distance requirements. All site distances shall be maintained for safety of ingress
and egress at the site.

1 f) All retaining walls over 4'-0" in height shall be planted and irrigated per the City of
2 Oceanside requirements.

3 38. All landscaping, fences, walls, etc. on the site, in medians within the public right-of-way and
4 within any adjoining public parkways shall be permanently maintained by the owner, his
5 assigns or any successors-in-interest in the property. The maintenance program shall
6 include: a) normal care and irrigation of the landscaping b) repair and replacement of plant
7 materials c) irrigation systems as necessary d) general cleanup of the landscaped and open
8 areas e) parking lots and walkways, walls, fences, etc. Failure to maintain landscaping shall
9 result in the City taking all appropriate enforcement actions including but not limited to
10 citations. This maintenance program condition shall be recorded with a covenant as
11 required by this resolution.

12 39. In the event that the conceptual landscape plan (CLP) does not match the conditions of
13 approval, the resolution of approval shall govern.

14 **Fire:**

15 40. Fire extinguishers are required and shall be included on the plans submitted for plan check.

16 41. In accordance with the Oceanside Fire Code Section 505, approved addresses for
17 commercial, industrial, and residential occupancies shall be placed on the structure in such a
18 position as to be plainly visible and legible from the street or roadway fronting the property.
19 Numbers shall be contrasting with their background and meet the current City of Oceanside
20 size and design standard.

21 42. Plans shall be submitted to the Fire Prevention Bureau for plan check review and approval
22 prior to the issuance of building permits.

23 **Planning:**

24 43. This Conditional Use Permit shall expire five years from the date of this approval on
25 September 28, 2014.

26 44. This Conditional Use Permit approves only the use of the 5.8-acre site for the operation of a
27 trucking school and the storage/ staging of semi-trailer trucks for vocational and
28 occupational training as well as providing classroom education in a temporary trailer, as
shown on the plans and exhibits presented to the Planning Commission for review and
approval. No deviation from these approved plans and exhibits shall occur without Planning

1 Division approval. Substantial deviations shall require a revision to the Conditional Use
2 Permit or a new Conditional Use Permit.

3 45. The hours-of-operation shall be limited from 7:30 a.m. to 10:00 p.m. on weekday evenings,
4 and Saturdays from 10:00 a.m. to 6:30 p.m.

5 46. The Trucking school shall a temporary trailer on site for no more than five years from this
6 approval date. The temporary trailer shall possess a restroom facility and designated
7 parking shall be allocated outside of the trailer for students and facility.

8 47. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold
9 harmless the City of Oceanside, its agents, officers or employees from any claim, action or
10 proceeding against the City, its agents, officers, or employees to attack, set aside, void or
11 annul an approval of the City, concerning Conditional Use Permit C-4-09. The City will
12 promptly notify the applicant of any such claim, action or proceeding against the City and
13 will cooperate fully in the defense. If the City fails to promptly notify the applicant of any
14 such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall
15 not, thereafter, be responsible to defend, indemnify or hold harmless the City.

16 48. Prior to the issuance of building permits, compliance with the applicable provisions of the
17 City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed
18 and approved by the City Planner and City Engineer. These requirements, including the
19 obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted
20 on the Landscape Plan and shall be recorded in the form of a covenant affecting the subject
21 property.

22 49. Failure to meet any conditions of approval for this Conditional Use Permit shall constitute a
23 violation of the Conditional Use Permit.

24 50. Unless expressly waived, all current zoning standards and City ordinances and policies in
25 effect at the time building permits are issued are required to be met by this project. The
26 approval of this project constitutes the applicant's agreement with all statements in the
27 Description and Justification and other materials and information submitted with this
28 application, unless specifically waived by an adopted condition of approval.

Water Utilities:

51. The site shall not be serviced by the City of Oceanside for either domestic water or sewer.
The site shall be provided with restroom facilities that will be serviced by an independent

1 company. These restroom facilities may need to be permitted through the San Diego Health
2 Department.

3 52. If the developer wishes the install permanent facilities then the developer will be responsible
4 for developing all water and sewer utilities necessary to develop the property. Any
5 relocation of water and/or sewer utilities is the responsibility of the developer and shall be
6 done by an approved licensed contractor at the developer's expense.

7 53. If permanent facilities are installed then all Water and Wastewater construction shall
8 conform to the most recent edition of the Water, Sewer, and Reclaimed Water Design and
9 Construction Manual or as approved by the Water Utilities Director.

10 54. No trees, structures or building overhang shall be located within any water or wastewater
11 utility easement.

12 55. If landscaping is required, then a connection to the existing irrigation meter will be required.
13 This irrigation meter is located along Rancho Del Oro Road and if the intent is to connect to
14 this system, then an agreement letter between the developer and the property owner shall be
15 provided to the Water Utilities Department indicating the property owner's permission for
16 an irrigation service tie-in.

17 PASSED AND ADOPTED Resolution No. 2009-P43 on September 28, 2009 by the
18 following vote, to wit:

19 AYES:

20 NAYS:

21 ABSENT:

22 ABSTAIN:

23 _____
24 Claudia Troisi, Chairperson
25 Oceanside Planning Commission

26 ATTEST:

27 _____
28 Jerry Hittleman, Secretary

I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that
this is a true and correct copy of Resolution No. 2009-P43.

Dated: September 28, 2009

Legal Description

Received

MAR - 3 2009

PARCEL A OF CERTIFICATE OF COMPLIANCE NO. PLA-04-2004 RECORDED
SEPTEMBER 9, 2004 AS INSTRUMENT NO. 2004-0858200 MORE PARTICULARLY
DESCRIBED AS FOLLOWS: PLANNING DIVISION

LOT D, LOT G AND LOT 7 OF MAP NO. 11410 RECORDED DECEMBER 27, 1985 AND
ALL THAT PORTION OF PARCEL 3 OF PLA-20-2003 RECORDED AUGUST 25, 2004 AS
INSTRUMENT NO. 2004-0810046, IN THE CITY OF OCEANSIDE, COUNTY OF SAN
DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF, MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHERLY TERMINUS OF THE EASTERLY LINE OF
PARCEL 2 SHOWN AS NORTH $00^{\circ}59'59''$ EAST 2000.05 FEET ON MAP NO. 14168
RECORDED MARCH 15, 2001 AS INSTRUMENT NO. 2001-0150424 OF OFFICIAL
RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY;
THENCE SOUTHERLY ALONG SAID EASTERLY LINE SOUTH $00^{\circ}59'59''$ WEST 1999.95
FEET (RECORD 2000.05 FEET PER MAP NO. 14168) TO THE NORTHEAST CORNER OF
SAID SECTION 21;

THENCE CONTINUING SOUTHERLY ALONG SAID MAP NO. 14168 SOUTH $00^{\circ}51'59''$
WEST 1309.84 FEET (RECORD 1309.78 FEET PER MAP NO. 14168) TO THE EASTERLY
TERMINUS OF THAT LINE SHOWN AS NORTH $88^{\circ}58'00''$ WEST 5198.85 FEET ON SAID
MAP NO. 14168;

THENCE WESTERLY ALONG SAID LINE NORTH $88^{\circ}58'25''$ WEST 4608.93 FEET
(RECORD NORTH $88^{\circ}58'00''$ WEST PER MAP NO. 14168) TO THE EASTERLY RIGHT-
OF-WAY LINE RANCHO DEL ORO DRIVE AS SHOWN ON RECORD OF SURVEY MAP
NO. 18354 AND THE TRUE POINT OF BEGINNING;

THENCE CONTINUING WESTERLY ALONG SAID LINE, ALSO BEING THEN
NORTHERLY LINE OF LOT 5 OF MAP NO. 11410 NORTH $88^{\circ}58'25''$ WEST 590.13 FEET
(RECORD NORTH $88^{\circ}58'00''$ WEST PER MAP NO. 14168 AND NORTH $88^{\circ}58'16''$ WEST
PER MAP NO. 11410) TO THE WESTERLY LINE OF SAID SECTION 21 AS SHOWN ON
SAID MAP NO. 14168 AND SAID MAP NO. 11410; THENCE LEAVING SAID LINE,
NORTHERLY ALONG SAID WESTERLY LINE, ALSO BEING THE EASTERLY LINE OF
LOT 7 OF SAID MAP NO. 11410 NORTH $00^{\circ}47'07''$ EAST 1309.73 FEET (RECORD NORTH
 $00^{\circ}46'34''$ EAST 1309.53 FEET PER MAP NO. 11410) TO THE NORTHEASTERLY
CORNER OF SAID LOT 7 ALSO BEING THE NORTHEASTERLY CORNER OF SECTION
20 AS SHOWN ON SAID MAP NO. 11410 AND MAP NO. 14168;

THENCE WESTERLY, SOUTHEASTERLY, SOUTHWESTERLY AND SOUTHERLY
ALONG SAID LOT 7 THE FOLLOWING NUMBERED COURSES:

- (1) SOUTH $89^{\circ}58'55''$ WEST 2411.84 FEET (RECORD NORTH $90^{\circ}00'00''$ WEST 2412.09
FEET PER MAP NO. 11410) TO A POINT ON A NON-TANGENT CURVE CONCAVE
NORTHWESTERLY HAVING A RADIUS OF 671.00 FEET A RADIAL LINE TO WHICH
BEARS SOUTH $30^{\circ}33'54''$ EAST (RECORD SOUTH $30^{\circ}30'31''$ EAST PER MAP NO. 11410);
- (2) SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF
 $10^{\circ}18'52''$ (RECORD $10^{\circ}17'35''$ PER MAP NO. 11410) AN ARC LENGTH OF 120.79 FEET
(RECORD 120.54 FEET PER MAP NO. 11410);

Legal Description

(3) NON-TANGENT TO SAID CURVE SOUTH 20°12'49" EAST 292.03 FEET (RECORD SOUTH 20°12'56" EAST 292.16 FEET PER MAP NO. 11410);

(4) SOUTH 22°25'45" WEST 350.00 FEET (RECORD SOUTH 22°25'38" WEST PER MAP NO. 11410);

(5) SOUTH 56°23'28" WEST 280.00 FEET (RECORD SOUTH 56°23'21" WEST PER MAP NO. 11410);

(6) SOUTH 34°12'54" WEST 285.00 FEET (RECORD SOUTH 34°12'47" WEST PER MAP NO. 11410);

(7) SOUTH 54°32'18" WEST 930.00 FEET RECORD SOUTH 54°32'11" WEST PER MAP NO. 11410);

(8) SOUTH 81°13'18" WEST 427.33 FEET (RECORD SOUTH 81°13'11" WEST PER MAP NO. 11410);

(9) SOUTH 89°04'27" WEST 255.18 FEET (RECORD SOUTH 89°04'20" WEST PER MAP NO. 11410); TO THE NORTHEASTERLY CORNER OF LOT D OF SAID MAP NO. 11410;

THENCE LEAVING SAID LOT 7 ALONG SAID LOT D CONTINUING SOUTH 89°04'27" WEST, 652.92 FEET (RECORD SOUTH 89°04'20" WEST PER MAP NO 11410) TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 950.00 FEET, A RADIAL LINE TO WHICH BEARS NORTH 89°49'18" WEST (RECORD NORTH 89°49'26" WEST PER MAP NO. 11410;

THENCE CONTINUING ALONG SAID LOT D ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF 9°19'55" (RECORD 9°19'54" PER MAP NO. 11410) AN ARC LENGTH OF 154.73 FEET;

THENCE CONTINUING ALONG LOT D TANGENT TO SAID CURVE SOUTH 9°09'13" EAST 775.25 FEET (RECORD SOUTH 09°09'20" EAST PER MAP NO. 11410) TO THE NORTHWESTERLY CORNER OF LOT G OF SAID MAP NO. 11410;

THENCE SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID LOT 6 OF THE FOLLOWING NUMBERED COURSES;

(1) SOUTH 09°09'13" EAST 88.23 FEET (SOUTH 09°09'20" EAST PER MAP NO. 11410) TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 950.00 FEET;

(2) SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°54'30" AN ARC LENGTH OF 253.77 FEET;

(3) TANGENT TO SAID CURVE SOUTH 25°03'43" EAST 242.11 FEET (RECORD SOUTH 25°03'50" EAST PER MAP NO. 11410) TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 850.00 FEET;

Legal Description

(4) SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 26°26'47" AN ARC LENGTH OF 392.34 FEET;

(5) TANGENT TO SAID CURVE SOUTH 01°23'04" WEST 50.00 FEET (RECORD SOUTH 01°22'57" WEST PER MAP NO. 11410) TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 20.00 FEET;

(6) SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00" AN ARC LENGTH OF 31.42 FEET;

THENCE CONTINUING ALONG SAID LOT G AND THE SOUTHERLY LINE OF SAID LOT 7 TANGENT TO SAID CURVE, SOUTH 88°36'56" EAST 1858.76 FEET (RECORD SOUTH 88°37'03" EAST PER MAP NO. 11410;

THENCE CONTINUING ALONG SAID LOT 7 SOUTH 88°37'41" EAST 852.49 FEET (RECORD SOUTH 88°37'48" EAST PER MAP NO. 11410) TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 2840.00 FEET;

THENCE CONTINUING ALONG SAID LOT 7 EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°48'18" AN ARC LENGTH OF 759.68 FEET;

THENCE CONTINUING ALONG SAID LOT 7 AND THE SOUTHERLY LINE OF LOT 5 OF SAID MAP NO. 11410 TANGENT TO SAID CURVE NORTH 76°34'01" EAST 2075.78 FEET (RECORD NORTH 76°33'54" EAST PER MAP NO. 11410) TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF RANCHO DEL ORO DRIVE AS SHOWN ON RECORD OF SURVEY NO. 18354;

THENCE LEAVING SAID SOUTHERLY LINE OF LOT 5 ALONG SAID EASTERLY RIGHT OF WAY OF RANCHO DEL ORO DRIVE, THE FOLLOWING NUMBERED COURSES;

(1) NORTH 13°27'21" WEST 23.37 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET A RADIAL BEARING TO WHICH BEARS SOUTH 13°27'21" EAST;

(2) THENCE WESTERLY, NORTHWESTERLY AND NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 93°06'24" AN ARC LENGTH OF 40.63 FEET;

(3) THENCE TANGENT TO SAID CURVE NORTH 10°20'57" WEST 225.57 FEET;

(4) THENCE NORTH 11°27'56" WEST 24.46 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 182.00 FEET;

(5) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 8°14'57" AN ARC LENGTH OF 26.20 FEET;

(6) THENCE TANGENT TO SAID CURVE NORTH 03°12'59" WEST 1.79 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 243.00 FEET;

Legal Description

- (7) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $7^{\circ}07'58''$ AN ARC LENGTH OF 30.25 FEET;
- (8) THENCE TANGENT TO SAID CURVE NORTH $10^{\circ}20'57''$ WEST 280.98 FEET;
- (9) THENCE NORTH $12^{\circ}01'26''$ WEST 130.96 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1742.00 FEET, A RADIAL LINE TO WHICH BEARS SOUTH $82^{\circ}30'46''$ WEST;
- (10) THENCE NORTHERLY ALONG SAID NON TANGENT CURVE THROUGH A CENTRAL ANGLE OF $5^{\circ}26'18''$ AN ARC LENGTH OF 165.35 FEET;
- (11) THENCE TANGENT TO SAID CURVE NORTH $02^{\circ}02'56''$ WEST 59.45 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 132.00 FEET;
- (12) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $11^{\circ}18'36''$ AN ARC LENGTH OF 26.06 FEET;
- (13) THENCE TANGENT TO SAID CURVE NORTH $09^{\circ}15'40''$ EAST 0.89 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 168.00 FEET;
- (14) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $11^{\circ}18'36''$ AN ARC LENGTH OF 33.18 FEET;
- (15) THENCE TANGENT TO SAID CURVE NORTH $02^{\circ}02'56''$ WEST 148.16 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1864.00 FEET;
- (16) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $4^{\circ}29'57''$ AN ARC LENGTH OF 148.37 FEET;
- (17) THENCE TANGENT TO SAID CURVE NORTH $11^{\circ}22'32''$ WEST 109.17 FEET TO THE BEGINNING OF TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1858.00 FEET TO A RADIAL LINE TO WHICH BEARS NORTH $80^{\circ}05'44''$ EAST;
- (18) THENCE NORTHERLY ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF $8^{\circ}26'38''$ AN ARC LENGTH OF 273.82 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE EASTERLY HAVING A RADIUS OF 582.00 FEET;
- (19) THENCE NORTHERLY ALONG SAID REVERSE CURVE THROUGH A CENTRAL ANGLE OF $3^{\circ}55'54''$ AN ARC LENGTH OF 39.94 FEET;
- (20) THENCE TANGENT TO SAID REVERSE CURVE NORTH $14^{\circ}25'00''$ WEST 45.90 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 318.00 FEET;

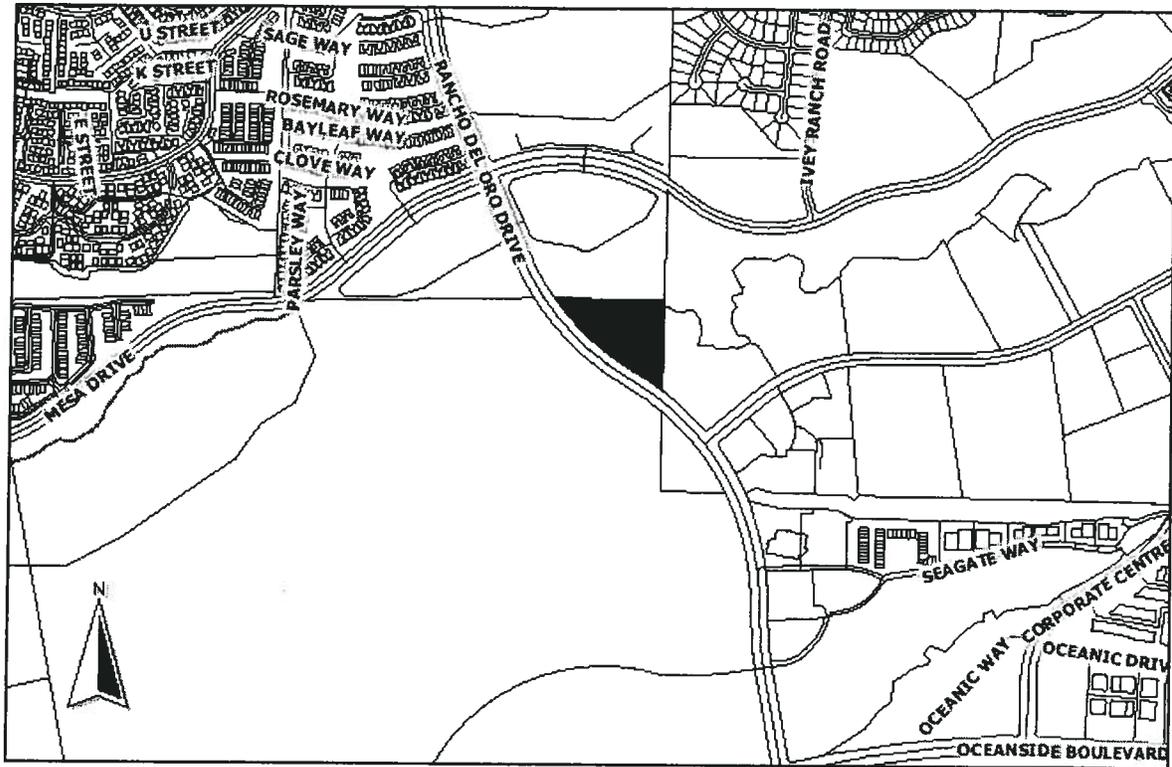
Legal Description

(21) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7°54'40" AN ARC LENGTH OF 43.91 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1867.00 FEET;

(22) THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 2°13'58" AN ARC LENGTH OF 72.75 FEET TO SAID LINE SHOWN AS NORTH 88°58'00" WEST 5198.85 FEET ON SAID MAP NO. 14168 AND THE TRUE POINT OF BEGINNING.

APN: 162-082-43

END OF LEGAL DESCRIPTION



File Numbers: C-4-09

Applicant: CALIFORNIA CAREER SCHOOL

Description:

CONDITIONAL USE PERMIT (C-4-09) to permit the operation of a temporary trucking school for a maximum five-years for vocational and occupational training located at northeast of Rancho Del Oro Drive and Ocean Ranch Boulevard. The project site is zoned PD-1 (RDO Planned Unit Development Industrial) and is situated in the Ivey Ranch Rancho Del Oro. – **CALIFORNIA CAREER SCHOOL**

Environmental Determination:

A Negative Declaration has been prepared stating that if the conditions of approval are implemented, there will not be a significant adverse impact upon the environment. Under the provisions of the California Environmental Quality Act, the Planning Commission will consider the Negative Declaration during its hearing on the project.

City of Oceanside
Development Services Division
300 N. Coast Highway
Oceanside, CA 92054

(760) 435-3520



Application for Public Hearing
 Community Development Department / Planning Division
 (760) 435-3520
 Oceanside Civic Center 300 North Coast Highway
 Oceanside, California 92054-2885

STAFF USE ONLY

ACCEPTED Received
 MAR - 3 2009
 Planning Division
 3/3/09
 BY FAB

Please Print or Type All Information

HEARING
 GPA
 MASTER/SP.PLAN
 ZONE CH.
 TENT. MAP
 PAR. MAP
 DEV. PL.
 C.U.P. C-4-09
 VARIANCE
 COASTAL
 O.H.P.A.C.

PART I - APPLICANT INFORMATION

1. APPLICANT: California Career School
 2. STATUS: Lessee
 3. ADDRESS: 1100 Technology Circle, Anaheim, CA 92085
 4. PHONE/FAX/E-mail: (714) 635-6585, www.CaliforniaCareerSchool.com
 5. APPLICANT'S REPRESENTATIVE: Ali Shapouri, Shapouri & Associates
 6. ADDRESS: 16009 San Dieguito Rd, Rancho Santa Fe, CA 92067 Suite H, P.O. Box 67622
 7. PHONE/FAX/E-mail: (858) 756-8340, www.Shapouri.com

PART II - PROPERTY DESCRIPTION

8. LOCATION: North side of Rancho Del Oro Drive and Ocean Ranch Blvd
 10. GENERAL PLAN: RDO Specific Plan
 11. ZONING: PD-1
 12. LAND USE: Industrial

9. SIZE: 5.8 acres
 13. ASSESSOR'S PARCEL NUMBER: 162-082-43 (portion of)

PART III - PROJECT DESCRIPTION Rev - 5/14/09

14. GENERAL PROJECT DESCRIPTION: Truck Driving School

15. PROPOSED GENERAL PLAN: Same
 16. PROPOSED ZONING: Same
 17. PROPOSED LAND USE: Same
 18. NO. UNITS: N/A
 19. DENSITY: N/A
 20. BUILDING SIZE: 8' x 20' (office/trailer)
 21. PARKING SPACES: 20
 22. % LANDSCAPE: 10% (existing)
 23. % LOT COVERAGE or FAR: 1%

PART IV - ATTACHMENTS

24. DESCRIPTION/JUSTIFICATION 25. LEGAL DESCRIPTION 26. TITLE REPORT
 27. NOTIFICATION MAP & LABELS 28. ENVIRONMENTAL INFO FORM 29. PLOT PLANS
 30. FLOOR PLANS AND ELEVATIONS 31. CERTIFICATION OF POSTING 32. OTHER (See attachment for required reports)

PART V - SIGNATURES

33. APPLICANT OR REPRESENTATIVE (Print): Ali Shapouri
 34. DATE: March 3, 2009
 SIGNATURES OF ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).
 Sign:
 35. OWNER (Print):
 36. DATE:

I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Sign:

Received
 MAR 03 2009
 Planning Division
 SCOTT

Project Description

Project Description

The application is for the operation of a Trucking School on a 5.8 acre site located on the east side of Rancho Del Oro Drive, just north of Ocean Ranch Boulevard. The subject site is a part of the Rancho Del Oro (RDO) Specific Plan Area. Schools of this nature, within the RDO Specific Plan Area, require a Conditional Use Permit. The project proposes to use the site for staging and storage of semi-trailer trucks for vocational/occupational training as well as provide classroom education in a proposed on-site trailer.

Outlined below is a description of the school as well as background information on the operator. Please also see the scope of work for the proposed construction activities and further details regarding site design and final build-out of the site.

Existing Conditions

Currently, the subject property is undeveloped land. The property is the north eastern corner of City-owned land (5.8 acres of .9 acres total for APN # 162-082-43). An existing trailer exists on the site and is proposed to remain (not a part). No sewer/water laterals exist on the site. The property was rough graded as a part of the construction of Rancho del Oro. Surrounding land uses consist of open space immediately to the north, single family residences further north, City-owned land to the west and south (vacant), and the Ocean Ranch Corporate Center to the east. Aside from the open space and residential uses located to the north, the property is surrounded by Industrial land uses (Rancho del Oro Specific Plan (S-1-84) – Industrial & Light Industrial).

School History

California Career School, a California corporation, is an institution with a history of providing industry with qualified graduates. Founded as Cal-Diesel in 1970 by Mr. George R. Purnell; and was sold to California Career School, in September, 1986. In 1992, Brem Industries bought the School and added the Automotive Technician, the Private Investigator and the Commercial Truck Driver programs. In 1996 the School added a Computer Numerical Control training program.

Accreditation and Approvals

California Career School has been approved by the Bureau for Private Postsecondary & Vocational Education (BPPVE) since 1970. California Career School is accredited by the Accrediting Commission of Career Schools and Colleges of Technology (ACCSCCT). The Accrediting Commission of Career

Schools and Colleges of Technology are listed by the U.S. Department of Education as a nationally recognized accrediting agency.

School Philosophy

We believe our training should respond to the needs of our industry by preparing men and women alike with "hands on" training directed toward practical applications. Students will work with contemporary equipment under the supervision of qualified, experienced instructors. Along with the highly technical training, of which we are very proud, California Career School also has a policy of School discipline and protocol. Our School rules and policies have been established to produce a "no-nonsense" learning environment, to ensure that our graduates will be prepared with the kind of "work ethic" that is so highly sought after. It is our aim and goal to incorporate this philosophy into the day-to-day operation of the School.

Program Description

The primary objective is to graduate students for an entry level position in the transportation industry as a COMMERCIAL TRUCK DRIVER. The student will be taught FMCSR Rules and Regulations, Operational Aspects, Trip Planning/Map Reading, Public and Employee Relations and other aspects associated with COMMERCIAL TRUCK DRIVERS in today's industry. The trucking industry has a demand for over 450,000 qualified drivers, and expects this demand to continue through the year 2010.

Commercial Truck Driver (DOT Code 905.663-014)

6 Week Program – Day Classes

240 HOURS 7:00am to 3:30pm Monday through Friday

12 Week Program - Evening Classes

240 HOURS 5:00pm to 10:00pm Monday through Friday

Weekend Classes

10:00am – 6:30 pm Saturday

14 Semester Credit Hours

(Class starts are subject to enrollment of approximately 10 students)

Typical positions for graduates are as follows:

* Cross Country Driver * Western U.S. Driver

- * Intrastate Driver
- * Team Driver Operation
- * Class B Driver
- * Specialized Operations

Admission Policy

To be admitted to this program the applicant must meet the school admission requirements. In addition, the applicant must provide the School with a California DMV Print-Out (H-6). Also, the applicant should be in good health and must pass a D.O.T. physical. In most cases, the applicant may not have more than two (2) moving violations, no drug or felony related convictions and not over two (2) failures to appear entries on their motor vehicle record over the prior three years. Five years for drug or alcohol related violations. Applicants are considered on an individual basis. For those applicants not meeting the above criteria, pre-hire efforts can be utilized. The applicant must also receive the recommendation of the admissions representative to confirm that he/she has the proper mental attitude to be a successful truck driver. Program costs include the initial permit, drug screen and D.O.T. required physical. Classes begin bi-weekly.

Typical Program Outline

The Commercial Truck Driving program consists of three modules

	Lect.	Lab	Total
Module I BASIC OPERATION:	80	0	80
Vehicle Inspection, Basic Control, Logs, DMV preparation Vehicle Operations, Shifting, Defensive Driving, Professional Skills			
Module II RANGE DRIVING SKILLS:	60	20	80
Entry & Exit Procedures, Vehicle Inspection, 45/90 Degree Docking, Couple & Uncouple, Parallel Parking, Measured Right Hand Turns, Measured Stops, Straight Line Backing			
Module III STREET DRIVING SKILLS:	40	40	80
Basic Control, Shifting, Turns, Rural Roads, Steep Grades Freeway/City Traffic, Defensive Driving			
<hr/>			
TOTALS	180	60	240

Truck Routes/Traffic Generation Estimate

Class Type	Module	Trip Type/# of trips daily		Notes
6 week course (morning)	I	10	Morning arrival	45 total average daily trips during Module I session
		10	Lunch trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Morning arrival	
		5	Lunch trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		45	Total trips	
		6 week course (morning)	II	
10	Lunch trips (10 students)			
10	Leaving school			
30	Total student trips			
5	Morning arrival			
5	Lunch trips (5 instructors)			
5	Leaving school			
15	Total instructor trips			
20*	Entry/Exit Lab (10 students x 2 practice sessions)*			
65	Total trips			
6 week course (morning)	III	10	Morning arrival	65 total average daily trips during Module III session
		10	Lunch trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Morning arrival	
		5	Lunch trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		20*	Lab (10 students x 2 practice sessions)*	
		65	Total trips	
12 week course (evening)	I	10	Evening arrival	45 total average daily trips during Module I session
		10	Dinner/break trips (10 students)	
		10	Leaving school	
		30	Total student trips	
12 week course	I	5	Evening arrival	
		5	Dinner/break trips (5	

(evening) (cont.)	(cont.)		instructors)	65 total average daily trips during Module II session
		5	Leaving school	
15	Total instructor trips			
45	Total trips			
12 week course (evening)	II	10	Evening arrival	
		10	Dinner/break trips (10 students)	
		10	Leaving school	
		30	Total student trips	
		5	Evening arrival	
		5	Dinner/break trips (5 instructors)	
		5	Leaving school	
		15	Total instructor trips	
		20*	Lab (10 students x 2 practice sessions)*	
		65	Total trips	
		12 week course (evening)	III	10
10	Dinner/break trips (10 students)			
10	Leaving school			
30	Total student trips			
5	Evening arrival			
5	Dinner/break trips (5 instructors)			
5	Leaving school			
15	Total instructor trips			
20*	Lab (10 students x 2 practice sessions)*			
65	Total trips			
Expected trip generation is approximately 90-130 ADT (average daily trips) depending upon Module*				

*Expected trip generation per CA Career School Program Outline

Practice/lab sessions are proposed to be conducted on and off-site. Those lab sessions required to be conducted off-site will take place along Rancho del Oro Dr., and nearby major arterials such as Mesa Dr., El Camino Real, Oceanside Blvd., and highway training on SR-78.

Scope of Work

Civil Engineering

Proposed scope of work for civil engineering activities for the project includes the following:

- Installation of a 45 ft. driveway opening per the City of Oceanside Standard Drawing M-10
- Removal of existing fence/landscaping at driveway location
- Removal of existing curb and install a rolled curb per RSD G-4 with a 10 ft. transition to existing 6 in. curb at driveway location
- Replace existing Type B. Concrete Ditch (RSD-75) with 12" Reinforced Concrete Pipe (RCP) under the proposed driveway
- Installation of Portland Cement Concrete Pavement (48' long, 10' wide, 6" thick) reinforced with No. 4 reinforcing bars at 18" on center both ways over the proposed 12" RCP.
- 3,700 ft.² of crushed aggregate (3 – 6 in.) will be placed to stabilize the entryway after the paved driveway.
- Total earthwork consists of 50 c.y. of fill

Additional Scope of Work

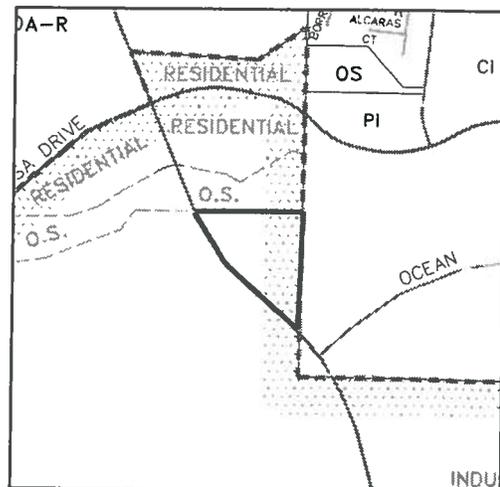
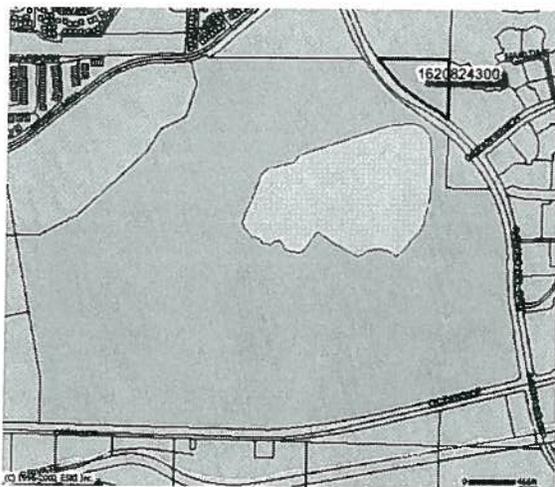
The applicant proposes the installation of landscaping (drought tolerant and native species) along the project site's frontage (Rancho del Oro Dr.) adjacent to the entrance to provide visual buffering/screening for the trucking school land use. A connection to the existing irrigation meter along Rancho del Oro Dr. is proposed to provide water to the site for dust control/landscape irrigation and shall be operated by a smart control unit (rain sensor, timed/auto operation). Sewer/water laterals are not proposed at this time. Restroom facilities will be provided through trailer installed restrooms. Portable trash/recycling bins shall serve the project along with an existing trash enclosure. No truck maintenance/repair facilities are proposed on-site, as all repairs would be conducted off-site at an established truck repair facility. Designated truck/visitor/faculty parking areas are not proposed to be paved and are located in the northwestern portion of the site (10 student/faculty spaces and 6 truck spaces). The existing trailer on-site is expected to remain (not a part), with the addition of an additional trailer for classroom facilities. Employee and student eating areas are not proposed. Additional traffic engineering systems/signs are not expected at this time. Permanent Treatment BMPs are not proposed at this

time. With the exception of the placement of the crushed aggregate following the driveway entry, the entire site is expected to remain as-is (Class II gravel).

Miscellaneous Project Specifications

Item	Number
Truck Parking Spaces	6
Visitor/Faculty Parking Spaces	10
Students	10 (10 – morning, 10 – evening)
Instructors	5 (5 – morning, 5 – evening)
Class Sessions	2 a day (1 – morning, 1 – evening)

Oceanside Trucking School Development Summary



APN #: 162-082-43 (NE Corner)

Site Address: Rancho del Oro Dr., Oceanside, CA (street number not available)

Lot size: Approx. 5.8 acres (of 358.9 acres total for APN # 162-082-43)

Property Owner: City of Oceanside

Utilities:

Water District: City of Oceanside Water Utilities Department – Water Division

Sewer District: City of Oceanside Water Utilities Department – Wastewater
Division

Fire District: Oceanside Fire Department

General Plan Land Use Designation

Rancho del Oro Specific Plan (S-1-84) – Industrial

Zoning

Planned Development 1 (PD-1) – Rancho del Oro

Applicable Development Regulations

Permitted Land Uses: Trucking Terminals (Use Permit required)*
 Schools (Use Permit required)*

*Closest applicable land use types. The Rancho del Oro Planning & Development Board shall review all proposed uses to determine whether a use is appropriate for a particular site.

Regulation Type	Requirement	Notes
<p>Minimum Parking and Driveway Setbacks</p>	<p>Front: 25' from curb face (up to 35' from curb face permissive setback – see notes) Rear 5' from property line or top of slope bank Side 5' from property line or top of slope bank</p>	<p>Following may be excluded from setback provisions pursuant to Board approval:</p> <ul style="list-style-type: none"> • Landscaping • Steps and walks • Monument signs • Lighting facilities • Entrance drives <p>Following may be constructed/installed in the permissive setback areas, subject to Board approval:</p>
<p>Minimum Building Setbacks</p>	<p>Front: 15' from property line (45' from curb face permissive setback) Rear 0' from property line</p>	<ul style="list-style-type: none"> • Building & Accessory Structure • Roof Overhang • Steps and walks • Paving and associated curbing for vehicular parking areas • Fences • Landscaping • Raised Planters • Monument Directional signs

	<p>(10' per story additional permissive setback)</p> <p>Side</p> <p>5' from top of bank or 0' from property line</p> <p>(10' per story permissive setback)</p>	<ul style="list-style-type: none"> • Lighting Facilities • Flag poles, sculptures, or other graphic elements • Street Furniture
Building Height	45' or 4 stories (lesser of) as measured from the finished pad grade	Can be exempted by Board as part of CUP process
Lot Coverage	50% maximum	
Parking	<p>As determined by the Board, and approved by the Planning Director for uses not included in the listed parking ratio requirements</p> <p>(closest applicable parking ratio is 1.25 spaces per employee for transportation facilities)</p>	<p>Parking Plan required to be approved by Board</p> <p>Parking requirements may be increased or decreased by Board and Planning Director</p> <p>No on-street parking allowed</p>
Screening	Items of poor visual quality (storage/loading areas, docks, ramps, service yards, transformers, refuse, etc.) shall be screened so that such areas are not visible from neighboring properties or public streets	
Landscaping	60% minimum coverage within front and side yard setbacks	
	All open areas with exception of vehicular access, parking, walkways, and recreational facilities shall be landscaped	
	8% minimum of total net area of lot or site shall be landscaped (one half should be dispersed through the parking lot, with remainder distributed around buildings, and site)	
	No planting area shall be less than 24 ft. ² , with exception of raised planter boxes around buildings	
	1 tree per ten (10) parking stalls or twenty (20) double row parking stalls	
Signage	<p>A Specific Sign Program must be prepared and approved by the Board, consisting of the following information:</p> <ul style="list-style-type: none"> • Building elevations and sections indicating location, height, and size of each sign • Details of construction and lighting 	

	(On-premise, temporary, and street sign guidelines can be found in the Rancho del Oro Business & Industrial Park Signage Section)
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References:

- General Plan Land Use Map. 2008. City of Oceanside.
- Zoning Map. 2008. City of Oceanside.
- Zoning Code. (1988). City of Oceanside.
- Rancho del Oro Business & Industrial Park Master Development Plan