

# **AGENDA NO.**

**3**

**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE PROPOSED  
PACIFIC COAST BUSINESS PARK  
MASTER DEVELOPMENT PLAN REVISION  
(D-17-04 rev08)  
(SCH No. 2004071011)**

**Prepared By:**

**The City of Oceanside  
300 North Coast Highway  
Oceanside CA 92054**

**And:**

**Affinis  
Shadow Valley Center  
847 Jamacha Road  
El Cajon CA 92019  
(619)441-0144  
Affinis Job No. 2348**

**November 2009**

## **INTRODUCTION TO THE FINAL SEIR**

This Final Supplemental Environmental Impact Report (FSEIR) for the proposed Pacific Coast Business Park Master Development Plan Revision complies with all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Sections 21000 *et. seq.*), and the City's implementation guidelines. As directed by Section 15132 of the CEQA Guidelines, this FSEIR includes the chapters listed below:

Chapter A: Executive Summary.

Chapter B: Public comment letters on the Draft SEIR and responses by the City of Oceanside.

Chapter C: Modifications to the project during public review.

Chapter D: A Mitigation, Monitoring, and Reporting Program, as required by Section 21081.6 of the Public Resources Code and supported by Section 15091(a)(1) of the CEQA Guidelines has been prepared.

When making Findings that change or alter, or which have been incorporated into the project that mitigate or avoid significant environmental effects, the City of Oceanside, as the CEQA Lead Agency, is required to adopt a reporting or monitoring program. The program ensures compliance with these changes or conditions of approval during project implementation.

The Draft SEIR (DSEIR) for the proposed Pacific Coast Business Park Master Development Plan Revision (SCH No. 2004071011) and associated Appendices are included in this FSEIR.

A Notice of Preparation (NOP) identifying the scope of issues for the SEIR was circulated by the City of Oceanside for public review between May 29, 2009 and June 29, 2009. The NOP and response letters are included in Appendix A of the DSEIR. The 30-day public review period for the DSEIR extended from July 24, 2009, to August 24, 2009. The DSEIR was circulated to Responsible public agencies. Ten (10) copies of the DSEIR were sent to the State Clearinghouse along with the required Notice of Completion (NOC). Due to a clerical error, the State Clearinghouse noticed a 45-day review period, with the start of review July 30, 2009, and end of review September 14, 2009. Copies of the DSEIR notifications are included in Chapter B of this FSEIR. Notices of the availability of the DSEIR were published in the local newspaper at the same time. The DSEIR was made available for review at the City's Planning Division and at the Downtown Oceanside Library.

Comment letters were received from the San Luis Rey Band of Luiseno Mission Indians and from the Department of Toxic Substances Control. One letter was received from the general public. Copies of all the letters, along with written responses to each comment, are included in Chapter B of this FSEIR.

The Oceanside Planning Commission will consider whether to certify the FSEIR as complete and in compliance with CEQA. If the project is approved, a Notice of Determination (NOD) will be filed with the State Clearinghouse and the County Clerk.

**CHAPTER A**  
**EXECUTIVE SUMMARY**

## CHAPTER A

### EXECUTIVE SUMMARY

#### PROJECT DESCRIPTION

This Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Pacific Coast Business Park Master Development Plan Revision.

The Pacific Coast Business Park project was fully analyzed in a Final Environmental Impact Report (FEIR) that was certified in August of 2005. The primary purpose of this draft Supplement to that EIR is to satisfy CEQA requirements by fully disclosing any changes in impacts that may occur as a result of modifications to the project since certification of the 2005 FEIR. These project revisions include the following changes to the projected land use allocation:

1. Reduce Industrial Park use (from 1,100,000 square feet to 901,500 square feet)
2. Increase Commercial Office use (from 400,000 square feet to 518,000 square feet)
3. Reflect the approved Medical Office use (80,500 square feet)

These revisions to allocation of uses do not affect the total square footage of projected building area, which remains at 1,500,000 square feet.

#### ENVIRONMENTAL ANALYSIS

##### TRAFFIC

Impact. The Pacific Coast Business Park Master Development Plan Revision is projected to generate 4797 trips on a daily basis. The am peak hour is projected at 397 trips, and the pm peak hour is projected at 559 trips. Four impact scenarios were analyzed:

- Year 2010 Traffic Conditions without the Project
- Year 2010 Traffic Conditions with the Project
- Year 2020 Traffic Conditions without the Project
- Year 2020 Traffic Conditions with the Project

### Year 2010 Traffic Conditions without the Project.

Roadway Segments. Under Year 2010 conditions, without the project, analyses found the ten contiguous roadway segments of College Boulevard between Mesa Drive and SR-78 did not operate at LOS C or better. Eight contiguous segments of SR-76, between I-5 and Old Grove Road did not operate at LOS C or better.

Intersections. Under Year 2010 conditions, without the project, analyses found the intersection of SR-76 and Foussat Road did not operate at LOS D or better in the pm peak hour.

### Year 2010 Traffic Conditions with the Project.

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

Intersections. The intersection of SR-76 and Foussat Road would continue to operate below an LOS of D in the pm peak hour, as it is projected to do without the project. The increase in delay ascribed to the project does not exceed 2.0 seconds, and is therefore not considered a significant impact.

### Year 2020 Traffic Conditions without the Project.

Roadway Segments. Analyses found six street segments that did not operate at LOS C or better:

- College Boulevard between Avenida de la Plata and Oceanside Boulevard
- College Boulevard between Oceanside Boulevard and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Las Rosas
- SR 76 between Airport Road and El Camino Real

Intersections. One intersection would operate at an unacceptable level, less than LOS D. The intersection of Mesa Drive and Ivey Ranch Road would operate at LOS E in the am peak hour.

#### Year 2020 Traffic Conditions with the Project.

Roadway Segments. The same six roadway segments identified to operate deficiently without the project would continue to operate deficiently with the project. Project traffic does not increase the v/c ratio more than 0.02 and is therefore not considered a significant impact.

Intersections. The intersection of Mesa Drive and Ivey Ranch Road would continue to operate at LOS E in the am peak hour. Project traffic does not result in an increased delay of two seconds or more, and thereby does not exceed the significance criteria.

#### Peak Hour Roadway Segment Level of Service Analysis.

For Year 2010 analyses, two corridors are projected to operate at LOS D or worse:

- College Boulevard between Mesa Drive and SR-78
- SR-76 between I-5 and Old Grove Road

The College Boulevard corridor does operate at at least LOS D in both directions at both peak hours. The SR-76 corridor operates at less than LOS D (LOS E) in the eastbound peak hour, both with and without the proposed project. The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion.

For Year 2020 analyses, five corridors are projected to operate at LOS D or worse:

- College Boulevard between Avenida de la Plata and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Via las Rosas
- SR-76 between Airport Road and El Camino Real

Roadway segments of these corridors do operate at at least LOS D in both directions at both peak hours, with two exceptions:

- College Boulevard between Vista Way and SR-78, which operates at LOS E in the northbound direction during the am peak hour, and at LOS F northbound and LOS E southbound in the pm peak hour.
- Oceanside Boulevard between College Boulevard and Arroyo Avenue, which operates at LOS F eastbound in both the am and pm peak hours.

The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion for either of these segments.

### Significant Impacts to Traffic

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity (v/c) ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

An increase of v/c ratio greater than 0.02 on a roadway segment not operating at LOS C or better is considered a significant impact.

Mitigation. The City of Oceanside's Circulation Element does require that "...creative measures must be provided to increase capacity if the roadway segment level of service falls below LOS C. These creative measures are to be provided as mitigation regardless of the peak period showing acceptable levels of service or not." The City of Oceanside has identified creative mitigation measures that can be provided to increase capacity for the deficient segments, and this project will be responsible for paying a fair share toward these mitigation measures. Although there are other roadway segments forecasted to operate below LOS C, the contribution of traffic from this project would not change the v/c ratio, and therefore no creative measures are necessary on those segments.

The proposed project will be conditioned to contribute on a fair-share basis to the following improvements:

- Widening / capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive.
- Widening of the westbound approach of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard.

College Boulevard is impacted under all scenarios with or without this project. Mitigation is proposed above as creative measures to reduce these impacts, but the impacts cannot be reduced to below a level of significance. The General Plan noted the situation in 1995:

“While strong attempts should be made to construct the full 6-lane facilities [on College Boulevard], existing development on most segments makes such upgrading unlikely. Accordingly, the 4- and 6-lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment.” (City of Oceanside, Circulation Element, General Plan, 1995).

Mitigation Implementation and Monitoring. Traffic mitigation measures shall be reviewed and approved by the Engineering Division and the Planning Division, and shall be made conditions of approval of the Revised Master Development Plan. The fair share amounts will be paid in full prior to approval of the first Development Plan under the proposed Master Development Plan revision. As part of the Master Development Plan revision, there is a tracking system documented for allocation of building uses and trips. Monitoring to assure payment of the fair share mitigation amounts would occur by City staff as part of the site development plan review and approval.

## CUMULATIVE IMPACTS OF GREENHOUSE GASES

Global climate change is a term used to refer to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. In an effort to reduce the amount of greenhouse gases produced each year, the State of California has adopted various regulations and standards that address the sources of the emissions.

Since the approval of Pacific Coast Business Park in 2005, new regulations have been established addressing global climate change and greenhouse gases. For this reason, a Global Climate Change Evaluation has been prepared for this Supplemental EIR. As global climate change was not evaluated in the 2005 Pacific Coast Business Park FEIR, the study evaluates the entire business park, not just the project that is currently proposed by this SEIR. The study was conducted to analyze potential global climate change impacts associated with the development, and addresses the potential for greenhouse gas emissions during construction and after full buildout.

Greenhouse gases emissions associated with the entire Pacific Coast Business Park were evaluated separately for four categories of emissions:

- Construction
- Energy use (including electricity and natural gas usage)
- Water consumption
- Transportation

There is a potential for a contribution to significant cumulative impacts from greenhouse gases. Measures to reduce greenhouse gas emissions are included.

**CHAPTER B**

**LETTERS OF AND RESPONSES TO PUBLIC COMMENT**

## **CHAPTER B**

### **LETTERS OF AND RESPONSES TO PUBLIC COMMENTS**

As noted in the Introduction to this FSEIR, the State Clearinghouse noticed the review period as closing September 14, 2009. During the review period, three letters were received on the Pacific Coast Business Park Master Development Plan Revision DEIR (SCH No. 2004071011).

The City received an additional two letters via e-mail on October 7, 2009. As these were received well beyond the close of public review, they do not require inclusion in the formal Responses to Comments with this FSEIR. In the interest of providing a complete public record for the decision makers, and because the FSEIR had not yet been printed, these letters are included and responded to here.

Each letter is reprinted in this section along with written responses from the City of Oceanside. On the following pages, comment letters are provided on the left, with specific comments identified by number in the left-hand margin. Responses to the comments are provided on the right side of the page, and are numbered to correspond with the comment.

**This page intentionally left blank**

This page intentionally left blank

JUL 30 2009

**NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL IMPACT REPORT**TLPG  
City of Oceanside

**Subject:** Pacific Coast Business Park Master Development Plan Revision; to address the environmental effects associated with the implementation of the proposed Pacific Coast Business Park Master Development Plan revision to reduce industrial park use and increase commercial office use.

**NOTICE IS HEREBY GIVEN** that the City of Oceanside has caused to be prepared a Draft Environmental Impact Report (DEIR) for the subject project. The DEIR identifies potential effects with respect to aesthetics, biological resources, cultural resources, geology, hazards, hydrology/water quality, land use, noise, public services, transportation, and utilities. The DEIR also includes proposed mitigation measures that will ensure that the proposed project will not result in any significant, adverse effects on the environment. The City's decision to prepare a DEIR should not be construed as a recommendation of either approval or denial of this project. The DEIR public review period is from **July 24, 2009 to August 23, 2009**. The City invites members of the general public and local, state, and federal agencies to review and comment on this environmental documentation. Copies of the DEIR and supporting documents are available for public review and comment at the Planning Division counter located in the Civic Center at 300 N. Coast Hwy., or by calling Jerry Hittleman, the City's project manager at (760) 435-3520.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City at, or prior to, the public hearing. This project may be one of several to be considered and may be heard after the beginning of the meeting. You are invited to attend the public hearing to be heard in favor of or in opposition to this project, either by speaking or submitting written comments to the Commission. If you cannot attend the hearing and have questions about or comments on the project, please contact the project manager noted above.

  
By order of Jerry Hittleman,  
City Planner



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

September 15, 2009

Scott Nightingale  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Subject: ~~El Coronado Specific Plan~~ **PACIFIC COAST BUSINESS PARK SUPPLEMENTAL EIR**  
SCH#: ~~4998091006~~ **2004071011**

Dear Scott Nightingale:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 14, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Acting Director, State Clearinghouse

Enclosures

cc: Resources Agency

**State Clearinghouse Data Base**

**SCH#** 1000094006 2004071011  
**Project Title** ~~EIR-Covered Specific Plan~~ Pacific Coast Business Park Supplemental EIR  
**Lead Agency** Oceanside, City of

**Type** EIR Draft EIR

**Description** The Pacific Coast Business Park Master Development Plan Revision proposes the reallocation of land uses within an approved, graded and partially developed business park. Reduction of Industrial Park use, increase of General Office use and inclusion of approved Medical Office space, as proposed by the project, will result in more jobs than under the previously approved business park conditions. The project would support the goals of the City of Oceanside's Economic Sustainability Study (City of Oceanside, 2008). According to the study, the jobs to housing balance is "significantly below the regional average". Insufficient jobs force the commute of local residents, inducing "clogged roads".

**Lead Agency Contact**

**Name** Scott Nightingale  
**Agency** City of Oceanside  
**Phone** 760-435-3520 **Fax**  
**email**  
**Address** 300 North Coast Highway  
**City** Oceanside **State** CA **Zip** 92054

**Project Location**

**County** San Diego  
**City** Oceanside  
**Region**  
**Lat / Long**  
**Cross Streets** College Blvd & Old Grove  
**Parcel No.** 161-512-09-00  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 76 and 78  
**Airports**  
**Railways** NCTD Springer Line  
**Waterways** Loma Alta Creeks  
**Schools**  
**Land Use** Rancho del Oro Specific Plan

**Project Issues** Air Quality; Cumulative Effects; Noise; Traffic/Circulation

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Integrated Waste Management Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

**Date Received** 07/30/2009 **Start of Review** 07/30/2009 **End of Review** 09/14/2009

**SAN LUIS REY BAND OF LUISEÑO MISSION INDIANS**

**1889 Sunset Drive • Vista, California 92081**  
**760-724-8505 • FAX 760-724-2172**  
**www.sbrmissionindians.org**

August 21, 2009

Jerry Hittleman  
City Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

VIA FAX (760) 754-2958

**RE: Comments on DEIR for the Pacific Coast Business Park Master  
Development Plan Revision, SCH No. 1998091006**

Dear Mr. Hittleman:

After a thorough review of the City of Oceanside's ("the City's") Notice of Draft Environmental Impact Report for the Pacific Coast Business Park Master Development Plan Revision ("Plan"), the San Luis Rey Band of Luiseño Mission Indians have determined that they are not opposed to the Plan proceeding.

As you are aware, we are a San Diego County Tribe whose traditional territory includes the current cities of Oceanside, Carlsbad, Vista, and Escondido, among others. As you also know, we are always concerned about the preservation and protection of cultural, archaeological and historical sites within the City's jurisdiction. At this time, we do not believe that the Plan will have any impact to cultural resources. To our knowledge the project area is a site for reallocation of land use and has previously been subject to grading and partial development. It is also our understanding that no development has been proposed at this time.

We appreciate this opportunity to provide comments on the Pacific Coast Business Park Plan. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources. If in the future plans for development and/or construction are proposed for this area, we ask that you please notify us immediately.

Sincerely,



Merri Lopez-Keifer  
Tribal Legal Counsel

cc: Melvin Vernon, Tribal Captain  
Carmen Mojado, Secretary of Government Relations and President of Saving Sacred Sites

1. Thank you for your review of the Draft Environmental Impact Report for the Pacific Coast Business Park Master Development Plan Revision.



Linda S. Adams  
Secretary for  
Environmental Protection

## Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

August 31, 2009

Received

SEP - 8 2009

Planning Division

Mr. Scott Nightingale, Planner II  
City of Oceanside  
Department of Public Works  
300 North Coast Hwy.  
Oceanside, California 92054

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE  
PROPOSED PACIFIC COAST BUSINESS PARK MASTER DEVELOPMENT PLAN,  
PROJECT, (SCH # 1998091006), CITY OF OCEANSIDE, SAN DIEGO COUNTY

Dear Mr. Nightingale:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Supplement Environmental Impact Report (SEIR) for the above-mentioned project. The following project description is stated in your document: "The primary purpose of this draft Supplement is to satisfy CEQA requirements by fully disclosing any changes in impacts that may occur as a result of modifications to the project since certification of the final EIR. These revisions include the following changes to the projected land use allocation:

1. Reduce Industrial Park use (from 1,100,000 square feet to 901,500 square feet)
2. Increase Commercial Office use (from 400,000 square feet to 518,000 square feet)
3. Reflect the approved Medical Office use (80,500 square feet)

These revisions to allocation of uses do not affect the total square footage of projected building area, which remains at 1,500,000 square feet."

DTSC already provided comments on the project draft Environmental Impact Report (EIR) on October 8, 2008. DTSC has no further comments on the draft SEIR because this SEIR addresses the environmental effects associated with the implementation of the proposed Pacific Coast Business Park Master Development Plan Revision.

2. Thank you for your review of the Draft Environmental Impact Report for the Pacific Coast Business Park Master Development Plan Revision.

If necessary, DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies which are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

In future CEQA documents, please provide your e-mail address, so DTSC can send you comments both electronically and by mail.

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov) or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief

Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@cpr.ca.gov](mailto:state.clearinghouse@cpr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
1001 I Street, 22nd Floor, M.S. 22-2  
Sacramento, California 95814  
[gmoskat@dtsc.ca.gov](mailto:gmoskat@dtsc.ca.gov)

CEQA # 2672

**Scott Nightingale**

**From:** Diane Nygaard (dand2@peoplepc.com)  
**Sent:** Monday, August 24, 2009 10:23 AM  
**To:** Scott Nightingale  
**Cc:** Mary Clarke; Dave Grubb  
**Subject:** Comments on DEIR- Pacific Coast Business Park Development Plan Revision

Mr Nightingale

Please reply to confirm receipt and add these comments on the Pacific Coast Business Park Development Plan Revision DEIR (D-17-04 rev 08) to the public record and consider the changes recommended prior to any further approvals of this project. It is our understanding that since the posted comment period for this project occurred on a Sunday that comments submitted on the following business day will be considered timely.

Traffic

( ) The project as proposed has failed to provide adequate mitigation for significant traffic impacts. The DEIR states that providing fair-share contributions to the following future projects will provide adequate mitigation for impacts at those locations:

- Widening/capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive.
- Widening of the westbound approach of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard.

Payment of fees does not result in any reduction in traffic congestion. There must be some proportionate reduction in traffic congestion before the mitigation measure can be considered adequate, and this will not occur until the improvements are constructed. There needs to be real reductions in traffic- from the time the project begins to add to traffic congestion in this area. This could be accomplished by several methods such as withholding occupancy permits until improvements are constructed, identifying interim actions to reduce traffic impacts until the improvements are built, such as mandatory TDM measures or public transit subsidies for service along College Boulevard. The mitigation measure as proposed does not meet the CEQA requirements to reduce this impact to below a level of significance.

( ) The mitigation for significant impacts along College Boulevard does not indicate any serious effort at minimization. The language from the City of Oceanside, Circulation Element, General Plan 1995 has now been used for 14 years to justify continued adverse impacts along this major regional transportation corridor. It says " College Boulevard is a strong candidate for special capacity-enhancing treatment." Please explain how saying a road segment is a strong candidate for some unspecified future improvement that is unfunded and for which no date is provided constitutes any real effort to minimize these adverse traffic impacts. Traffic congestion along College Boulevard continues to increase. This project will add significant additional congestion. The Circulation Element says that creative measures will be applied in such cases. This project proposes no creative measures. Failure to meet the minimum conditions of the Circulation Element and failure to take action to reduce these adverse impacts are both CEQA violations. We urge you to put in a serious effort to reduce the ADT of this project and to address its real contribution to increasing traffic congestion in this corridor.

Several such measures were identified in Table VII-5 as potential measures to reduce GHG. Applying such TDM measures as parking reductions, parking pricing strategies and transit passes would address both the traffic impacts and the GHG impacts of this project. It is not sufficient to include these as part of a list of potential actions- there needs to be a quantified reduction in auto trips.

Cumulative impacts

( ) Please verify that every measure identified on Table VII-4 has been applied to the entire project (much of which is already built) and will apply to this new revision portion of the project. Explain how these after-the-fact measures will be monitored and enforced over the life of the project - particularly things like installing drought resistant plants in-lieu of turf and providing transit service headways.

3.

The identified mitigation measures are appropriate for the project for several reasons. Specific improvements are identified that would reduce traffic congestion at the impacted locations. Based on the cumulative nature of the project impacts, requiring payment of a fair share towards those improvements provides mitigation that is proportional to the project impacts.

Section 14 of the treatise Practice Under CEQA (Kosika and Zischke, 2005), written by Zischke, discusses the use of fee-based mitigation programs for cumulative impacts (section 14.19). "Fee-based programs, such as programs that will fund infrastructure as mitigation, can be particularly useful when the impacts result from cumulative conditions and not solely from the development of a single project." Zischke 14.19, citing *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors* (2001) 91 CA4th 342, 363. "Fair-share contributions to a mitigation fund are adequate mitigation if they are part of a reasonable plan of actual mitigation that the relevant agency commits itself to implementing." Zischke 14.19, citing *Anderson First Coalition v. City of Anderson* (2005) 130 CA4th 1173, 1187; *see also Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 CA4th 99, 141.

The fair share type of payment is different from a "fee" in that a specific project has been identified, the City has collected other fair share payments towards the improvements, and has a plan for implementation of those improvements. The fair share payments will be "paid in connection with a reasonable, enforceable plan for mitigation that is sufficiently tied to actual mitigation of the" Project. Zischke 14.19, citing *Anderson First Coalition v. City of Anderson* (2005) 130 CA4th 1173. There are two plans for implementation:

1. The widening and capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive. These improvements were originally identified with the Ocean Ranch project, and the City has collected funds for the improvements from that project and others, including the original Pacific Coast Business Park, in separate Capacity Enhancement accounts. The City is currently doing a Project Study Report which is evaluating widening alternatives, including this segment of College Boulevard, and the Capacity Enhancement account funds will be used to prepare construction drawings and make the physical improvements that are determined to implement the necessary capacity enhancement measures. The project's fair share would be added to this account.

2. Widening of the east leg (westbound approach) of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard. This improvement, or fair share contribution has been required as a condition of several projects in the past few years. The construction drawings are currently being prepared as a condition of the Oceanside Marketplace project, and the City currently has collected additional fair share funds towards this improvement that will be used towards construction. The project's fair share would be added to this account.

In the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act), Section 15126.4 (4)(b) states "The mitigation measure must be 'roughly proportional' to the impacts of the project." Courts have noted that a "lead agency may not insist that the developers of a single project shoulder the bulk of the expense for mitigating a significant cumulative impact." Zischke 14.20, citing *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors* (2001) 91 CA4th 342, 364.

3.

4.

5.

6.

7.

( ) The text states that applying the measures from Tables VII-4 and the potentially applicable measures from Table VII-5 "would reduce GHG emissions to the extent feasible." Yet Table VII-5 is identified as only potentially feasible, there is no indication which of the measures will be applied, and more importantly, there is no obligation to include any of them. This is a laundry list of what might be considered. The project must be conditioned to address the very real significant cumulative impacts to global warming. Specific mitigation measures must be included which in combination will achieve the requirements of AB 32- 30% less than "business-as-usual."

Thank you for your consideration of these comments.

Diane Nygaard  
Co-Chair MHCP/MSCP Task Force, San Diego Sierra Club

4. This statement on CEQA requirements is not correct. The CEQA Guidelines note the purpose of CEQA in Section 15012 (a):

"Basic Purposes of CEQA. The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities.
2. Identify the ways that environmental damage can be avoided or significantly reduced.
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental impacts are involved."

Additionally, under CEQA Guidelines 15370, mitigation includes: ... (b) "Minimizing impacts by limiting the degree or magnitude of the action and its implementation . . . ."

The DEIR has met these purposes by including information on items 1 – 3. Section IV.A of the DEIR has a section titled "Impacts Not Mitigated to Below A Level of Significance" (page 38), noting the impacts cannot be reduced to below a level of significance. Section VIII of the DEIR (page 57) is titled Unavoidable Significant Impacts, and again identifies the significant impacts to traffic. Section VIII also states if the proposed project or a reduced-use alternative is approved, findings will be required as will a Statement of Overriding Considerations, as required under item 4.

5. Please see Response to Comment #3. The City has made a number of transportation and land use planning decisions which have long recognized that the buildout conditions on College Boulevard will involve operation at less than ideal levels of service, particularly during peak hours. The widening and capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive are themselves "creative measures" designed to enhance the flow of traffic and improve capacity approaching a key intersection. It is understood that as the City continues to build out, traffic volumes and congestion will continue to increase on area streets, including College Boulevard, as projected. The proposed project is located near to the Sprinter rail line and connecting bus transit. Locating uses that will provide additional jobs within this portion of Oceanside, with convenient access to transit facilities is desirable to encourage the use of alternate modes of transportation.

6. Pacific Coast Business Park is fully graded with major infrastructure (streets and utilities) in place, and approximately 18 percent of the lots are built or under construction at this time. An additional 15 percent have entitlement approvals but have not started construction. The PCBP project has incorporated a variety of improvements to support the availability and use of alternate transportation modes including public transit, bicycle and pedestrian routes. These include provisions for bus stops, widened parkways so sidewalk areas are more inviting for pedestrians, bicycle lanes and onsite bicycle parking requirements. The proposed project would allow for additional office uses within a business park already designed to support alternate modes of transportation, and in close proximity to a regional transit artery (Sprinter Rail line) as well as established bus routes. Having these transit, bicycle and pedestrian options available can encourage fewer vehicle trips by future users, but it is not possible to quantify such reductions. Since the specific reduction in trips cannot be determined, the EIR analysis used regional trip generation rates for the planned uses so as not to understate impacts.

Transportation Demand Management (TDM) refers to various strategies that change how, when and where people travel in order to increase transport system efficiency and achieve specific planning objectives.

Many factors affect people's transport decisions including the relative convenience and safety of travel modes (such as whether streets have sidewalks and bikepaths, and the quality of transit services available), prices (transit fares and the price of parking at destinations); and land use factors (such as whether or not schools, parks and shops are located close to residential neighborhoods).

Transportation Demand Management strategies influence these factors to encourage more efficient travel patterns, such as shifts from peak to off-peak periods, from automobile to alternative modes, and from dispersed to closer destinations.

There are numerous TDM strategies using various approaches to influence travel decisions. Some improve the transport options available (e.g. transit improvements, non-motorized improvements, rideshare programs); some provide incentives to change travel mode, time or destination (e.g. road pricing, parking pricing, fuel tax increases); others improve land use accessibility (e.g. smart growth, transit oriented development, traffic calming); some involve transport policy reforms and new programs that provide a foundation for TDM (e.g. commute trip reduction, TDM marketing, campus or freight transport management).

Although many TDM strategies have modest impacts, only affecting a few percent of total trips, their impacts are cumulative and synergistic. Many of the measures in Table VII-4 that are being implemented by PCBP are recognized TDM strategies. To the extent any additional TDM strategies (such as those noted in the comment) can be implemented in the future, they may further add to the effectiveness of travel efficiencies and trip reductions, though it would not be possible to reliably quantify trip reductions for those measures. The additional measures in Table VII-5 are not feasible to implement as part of this Project, as the Project applicant does not have specific operational control over how the parcels will be developed or built.

7. The measures listed in Table VIJ-4 were listed because they have been or will be implemented by the project design. This table is reproduced here with an additional column explaining the basis for showing these features as being included in the project design.

8. As described in the DEIR, and in Response #5, measures in Table VII-4 were based on measures that are already incorporated into the design and construction of the PCBP project, or are assured through existing regulatory mechanisms for the project (development standards per the Master Plan and/or existing City ordinances with which all projects in PCBP must comply). As described in the DEIR (page 46) and in the Global Climate Change Evaluation (Appendix C, pages 23-26), the minimum reductions associated with project design measures identified in Table VII-4, in combination with the reductions associated with federal and state-induced measures would accomplish total GHG emissions 40% below "business as usual" levels. The measures of Table VII-4 would result in a reduction of GHG emissions of 12% - 77%. AB 1493 (Pavley Bill) is projected to result in a reduction of climate change emissions by 18% - 27%. Executive Order S-01-07 includes measures to reduce emissions by an estimated 10%. Assuming the absolute minimums of these three (12% + 18% + 10%), a reduction of 40% is estimated. Should any individual measure or any combination of these measures result in a reduction greater than the minimum, the overall reduction would be projected to be in excess of the 40%. As this exceeds the goal of 30% less than "business-as-usual," no additional mitigation measures are necessary.

It is agreed that there is no obligation to include the measures in Table VII-5 - that table was included to indicate additional measures that are not mandated, and are items where the Project applicant does not have specific operational control over how the parcels will be developed or built. The measures of Table VII-5 are not required and are not necessary to accomplish the above-stated-goals of reduction. Nevertheless, some of these measures may be incorporated into individual developments within the business park, and would provide additional benefits towards GHG reductions. By way of example, to date, the three individual development projects built or under construction within PCBP have each incorporated some of these measures, including one designed to become a LEED (Leadership in Energy and Environmental Design) certified project.

----- Original Message -----

From: Diane Nygaard

To: Scott Nighthingale

Cc: Mike Bullock; Mary Clarke

Sent: Wednesday, October 07, 2009 12:14 AM

Subject: Comments on Pacific Coast Business Park Supplemental EIR

Mr Nighthingale

Please consider these comments on the supplemental EIR for the Pacific Coast Business Park:

- Public comment period

It appears that the comment period on this concluded 45 days after May 27, 2009. Can you please verify that all of the required public notices were issued in a timely manner as we were not aware of this project until August.

- insufficient detail on proposed traffic mitigation

Exactly what capacity enhancements are proposed for College and Oceanside Blvd's? The referenced table that shows the detailed computation of fair-share costs still provides no explanation of what the actual mitigation projects consist of or when they will be constructed. The quote from the 1995 Circulation Element specifically talks about the existing failure of College Blvd and the difficulty in widening it. But there is nothing that says what is being proposed instead of roadway widening.

It is not possible to judge the adequacy of the mitigation without knowing what is being proposed and when it will be in effect.

- insufficient traffic mitigation proposed

This project still has unmitigated traffic impacts. Further measures to reduce these impacts are reasonable, feasible, and should have been considered. This includes a full range of Transportation Demand Management measures such as:

Improved transportation options

- Carpooling/ride share/vanpool programs
- Public transit - route and frequency improvements, shuttles
- Bicycles - racks and lockers/revenue can be used to fund other alternative transportation programs
- Walking - access and lighting

Incentives to use alternative modes of transportation

- transit passes/subsidies
- telecommuting and flexible work/class schedules
- parking pricing strategies

Parking management

- Parking cash-out and unbonded parking
- Land use planning
- Park and ride lots
- On-site parking lot utilization analyses
- Parking space prioritization/preferred parking charge for proximity parking

Policy and institutional programs

- Participation in Transportation Management Associations
- Enforcement and education programs
- Attend SANDAG meetings on telecommuting
- insufficient mitigation for air quality and green house gas emissions

A.

The Notice of Preparation was circulated with a public review period between May 29, 2009, and June 29, 2009. The Draft Supplemental EIR public review period was from July 24, 2009, to August 24, 2009. The DSEIR was circulated to Responsible public agencies. Ten (10) copies of the DSEIR were sent to the State Clearinghouse along with the required Notice of Completion (NOC).

B.

Please see Response to Comment #3. The City determined specific widening and capacity enhancement improvements to College Boulevard, which were the subject of a separate EIR regarding College Boulevard widening conditions for the Ocean Ranch project. Construction plans for the improvements to the westbound approach of Oceanside Boulevard to the intersection with College Boulevard are currently being prepared. As noted previously, the City has been collecting funds on a fair share basis towards both of these specific improvements as mitigation measures for various projects in the vicinity. The City has established these improvements as the appropriate measures to improve circulation and limit congestion at these impacted locations. The Project is being conditioned to pay its fair share towards these improvements for the incremental increase in traffic volumes in these locations.

C.

Please see Response to Comment #6. As discussed more fully in the EIR, traffic impacts will remain significant with or without the Project. The list of TDM measures provided in the comment includes items which are already incorporated into the Pacific Coast Business Park regulations, such as improved transportation options, with provisions for bicycle racks, enhanced pedestrian access, and carpool parking designations, as well as the very location of the Project which will provide increased office uses in close proximity to public transit services provided by the Sprinter rail line and bus service. The additional measures listed are not reasonable or feasible as part of this specific Project, as they are beyond the control of the applicant as part of this Project action. Many of these measures are matters of public policy (i.e. improvements in public transit routes and frequency) or are appropriate to implement on a larger scale than this individual business park (i.e. park and ride lots), or are tenant/user controlled as part of operations that cannot be known at this time (including options such as providing transit passes, telecommuting or flexible work schedules, parking management).

Please see the previously submitted Air Quality Study for the Robertson Ranch project for numerous feasible measures to reduce these impacts. Many of these were incorporated as mitigation measures for the El Corazon project. Many of these are directly relevant for this project as well.

Thank you for considering these comments.

Diane Nygaard  
MHCP/MSCP Task Force, S.D. Chapter Sierra Club

D.

D.

The comment is non-specific regarding which measures are being suggested based on evaluations for these other projects. "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion support by facts in support of the comments." (CEQA Guidelines 15204 (c)) Lead agencies may reject comments not focused as recommended by the CEQA Guidelines. (CEQA Guidelines 15204 (c)). The EIR for the PCBP Project includes a specific evaluation of Global Climate Change effects and includes measures to reduce greenhouse gas emissions. No additional measures are required. The adequacy of the EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. (CEQA Guidelines 15204 (a)). Thus, unlike the commenter suggests, mitigation measures from other projects cannot be automatically applied to this project.

**From:** Mike Bullock [mailto:mike\_bullock@earthlink.net]  
**Sent:** Wednesday, October 07, 2009 12:00 PM  
**To:** Scott Nightingale  
**Cc:** Mary Clarke; Diane Nygaard  
**Subject:** Re: Comments on Pacific Coast Business Park Supplemental EIR

Mr. Nightingale,

I agree with all of Ms. Nygaard's comments and look forward to seeing the answers to the questions she has asked. I would like to add the following comments.

"Industrial Park" type developments, by their very nature, tend to be "drive to" locations. The driving that results is the environmental degradation that must be mitigated. Widening roads is not suitable mitigation because it exacerbates the problem of too much driving. Transportation Demand Management (TDM) is the proper mitigation. If industrial park type developments are going to be approved, they must have excellent TDM programs in place, so that, over time, they can shed parking and replace it with housing and commercial developments, to result in the mixed use developments that we actually need.

Parking policy is the key. Only 120 cars can be parked on an entire acre of surface parking. This means that parking is expensive to provide. Charging nothing for car parking and giving non-motorists nothing for their trouble is exactly the wrong thing to do, for many reasons.

It is well understood that the pricing of car parking is one of the best TDM measures to encourage alternatives to driving. For example, for many years, the Victoria Transport

Institute (VTI) has been recognized as a source of reliable information on TDM.

From [http://www.vti.org/tdm72.htm#\\_Pnce\\_Parking](http://www.vti.org/tdm72.htm#_Pnce_Parking):

**Even a relatively small parking fee can cause significant travel impacts and provide significant TDM benefits**

Starting from that basic idea, good policy can be devised for this project. In fact, in order to conform to CEQA law, this was necessary from the start.

It has never been more important to obey CEQA law. The June 2008 issue of *Scientific American (The Ethics of Climate Change)*, by Professor John Broome) reports that

the levels of GHG expected in 20 years will result in a 5% chance of a 14.4 degree Fahrenheit increase in the earth's temperature and this would be an "utter catastrophe" and create the possibility of a "devastating collapse of the human population, perhaps even to extinction."

According to the green house gas (GHG) inventory study, performed by EPIC, for SANDAG, 42% of San Diego County's GHG emissions come from cars and light-duty trucks.

Workers should enjoy the economic freedom of paying for parking only when they choose to use the parking. Too often, the cost of car parking lowers workers pay, without their knowledge or consent. Please call me if you would like more details on how to set up a program to unbundle the costs of parking from people's paychecks.

Thank you for this opportunity to comment. I apologize for not commenting sooner.

Highest regards,  
Mike Bullock  
1800 Bayberry Drive  
Occamside, Ca 92054  
760-754-8025  
Sierra Club San Diego's Transportation Chair  
Sierra Club California's Energy-Climate Committee

E.

E.

The commenter's opinions are noted. Please see response to Comment #6. The Project evaluated the impacts of traffic generation from the proposed increase in office uses within this existing industrial/business park. The City zoning for this property does not anticipate future housing and commercial developments within a mixed-use configuration in this particular area.

F.

F.

Please see Responses to Comments #5 and #6. Parking policy is one aspect of Transportation Demand Management, but if not addressed comprehensively and city-wide (or even region-wide), has the potential to create a non-competitive environment for the very businesses the City is trying to encourage. TDM measures beyond those already incorporated into the project are not necessary to conform to CEQA law. (CEQA Guidelines 15307 (b)). The Project SEIR includes a Project-specific evaluation of traffic and greenhouse gas impacts with appropriate mitigation measures identified.

**CHAPTER C**

**MODIFICATIONS MADE DURING THE PUBLIC REVIEW PERIOD**

## **CHAPTER C**

### **MODIFICATIONS MADE DURING THE PUBLIC REVIEW PERIOD**

No modifications were made during the public review period.

This page intentionally left blank.

**CHAPTER D**  
**MITIGATION MONITORING AND REPORTING PROGRAM**



## **MITIGATION MONITORING AND REPORTING PROGRAM**

This document identifies mitigation measures which would reduce or eliminate potential environmental impacts of the proposed development. The City of Oceanside is required to implement all adopted mitigation measures. To ensure compliance, the following Mitigation Monitoring Program and checklist is provided. This program is to be adopted by the Lead and Responsible agencies upon formulation of Findings, to comply with Assembly Bill 3180 (Public Resources Code Section 21080.6).

The Planning Division and Public Works Division of the City of Oceanside will administer the Mitigation Monitoring and Reporting Program. Authorization to commence any on-site activity occurs only after concurrence of the respective City Divisions.

Information contained within the following checklist identifies the mitigation measure, the conditions required to verify compliance, the division responsible for determining compliance, and the monitoring schedule. The City of Oceanside determines which measures are applicable to the specific discretionary actions identified in the monitoring schedule.

This page intentionally left blank.

**PACIFIC COAST BUSINESS PARK MASTER DEVELOPMENT PLAN REVISION PROJECT  
MITIGATION, MONITORING AND REPORTING PROGRAM**

TRANSPORTATION/TRAFFIC			
MITIGATION MEASURES	TYPE	MONITOR	SCHEDULE
<p><i>Impact:</i></p> <p>The project will result in increased traffic volumes that will contribute on a cumulative basis to deficient levels of service on College Boulevard in Year 2010 (with a significant impact on two segments) and Year 2020 conditions (two deficient segments) and on Oceanside Boulevard in Year 2020 conditions (one deficient segment). Although the project contribution to the deficient segments in 2020 is not significant, the project trips do contribute on a cumulative basis to the unacceptable level of service.</p> <p><b>Mitigation Measures:</b></p> <p>The impact to these segments of College Boulevard will be mitigated by implementing widening/capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive, and by widening the westbound approach of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard.</p>	CM	Engineering Division	<p>The fair share contribution by the project for these improvements shall be paid in full prior to approval of the first Development Plan under the Master Development Plan Revision.</p>

GREENHOUSE GASES			
MITIGATION MEASURES	TYPE	MONITOR	SCHEDULE
<p><i>Impact:</i>  The Project would result in a net increase in Greenhouse Gas emissions from traffic, construction and operations, which could have an incremental (cumulative) contribution to global climate change. While this would be extremely small, it is being treated as significant as there are no uniformly identified standards or criteria under CEQA for establishing thresholds of significance at this time. There are targets for emission reductions in AB 32, and the project incorporates design features and development standards to accomplish these GHG emissions reductions.</p> <p><b>Mitigation Measures:</b> Many of these measures are already incorporated and constructed as part of the Pacific Coast Business Park, and the following measures are required by development standards in the Master Development Plan and City ordinances for all development within the business park:</p> <ul style="list-style-type: none"> <li>• Provide bicycle parking facilities, to include a minimum of 5% of the required automobile spaces (i.e. one bike rack space per 20 vehicle/employee parking spaces).</li> <li>• Install water-saving irrigation systems</li> <li>• Install drought resistant plants in lieu of turf where feasible and appropriate</li> </ul>	CM	Planning Division	Verify design during Development Plan review for each lot; during construction, verify on Landscape Construction Specifications and in field.  During Construction. Verify on Landscape Construction Specifications and in field.
	CM	Engineering Division	Verify design during Development Plan review for each lot, and during Construction, verify on Landscape Construction Specifications and in field.

**TYPE:**

**CM = Construction Mitigation**

**DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE PROPOSED  
PACIFIC COAST BUSINESS PARK MASTER DEVELOPMENT PLAN REVISION  
(D-17-04 rev08)  
(SCH No. 2004071011)**

**Prepared By:**

**The City of Oceanside  
300 North Coast Highway  
Oceanside CA 92054**

**And:**

**Affinis  
Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019  
(619)441-0144  
Affinis Job No. 2348**

**July, 2009**



## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	S-1
I INTRODUCTION .....	1
II ENVIRONMENTAL SETTING .....	5
III PROJECT DESCRIPTION .....	11
A. Project Objective .....	11
B. Project Features .....	12
IV ENVIRONMENTAL ANALYSIS .....	23
V EFFECTS FOUND NOT TO BE SIGNIFICANT .....	39
VI ALTERNATIVES TO THE PROPOSED DEVELOPMENT .....	41
A. No Project Alternative .....	41
B. 33 Percent Reduced Office Use Alternative .....	42
C. Combination Reduced Use Alternative .....	42
VII CUMULATIVE IMPACTS .....	43
VIII UNAVOIDABLE SIGNIFICANT IMPACTS .....	57
IX GROWTH INDUCING IMPACTS .....	57
X REFERENCES .....	59
XI PERSONS INVOLVED IN PREPARATION OF THE EIR .....	61

## LIST OF FIGURES

II-1.	Regional Location	6
II-2.	Property on USGS Oceanside Quadrangle	7
II-3.	Aerial View of Property	9
III-1.	Graded Pads	13
III-2.	Existing Streets On-Site	15
III-3.	Existing Sidewalks and Utilities	17
III-4.	Views of Existing Development and Infrastructure	19
III-5.	Existing Buildings On-Site	21
IV.A-1.	Traffic Network	24

## LIST OF TABLES

IV.A-1	Roadway Segments Analyses for Year 2010	29
IV.A-2	Intersections Analyses for year 2010	30
IV.A-3	Roadway Segments Analyses for Year 2020	32
IV.A-4	Intersections Analyses for Year 2020	33
IV.A-5	Peak Hour Roadway Segments Analyses for Year 2010	35
IV.A-6	Peak Hour Roadway Segments Analyses for Year 2020	35
VII-1	Cumulative Projects	41
VII-2	Construction GHG Emissions	43
VII-3	Estimated Operational GHG Emissions	43
VII-4	Project Design Features to Reduce GHG Emissions	44
VII-5	Potentially Applicable Additional Measures to Reduce GHG Emissions	46

## LIST OF APPENDICES

- A. Notice of Preparation and Initial Study
- B. Traffic Impact Analysis
- C. Global Climate Change Evaluation

## EXECUTIVE SUMMARY

### PROJECT DESCRIPTION

This Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Pacific Coast Business Park Master Development Plan Revision.

The Pacific Coast Business Park project was fully analyzed in a Final Environmental Impact Report (FEIR) that was certified in August of 2005. The primary purpose of this draft Supplement to that EIR is to satisfy CEQA requirements by fully disclosing any changes in impacts that may occur as a result of modifications to the project since certification of the 2005 FEIR. These project revisions include the following changes to the projected land use allocation:

1. Reduce Industrial Park use (from 1,100,000 square feet to 901,500 square feet)
2. Increase Commercial Office use (from 400,000 square feet to 518,000 square feet)
3. Reflect the approved Medical Office use (80,500 square feet)

These revisions to allocation of uses do not affect the total square footage of projected building area, which remains at 1,500,000 square feet.

### ENVIRONMENTAL ANALYSIS

#### TRAFFIC

Impact. The Pacific Coast Business Park Master Development Plan Revision is projected to generate 4797 trips on a daily basis. The am peak hour is projected at 397 trips, and the pm peak hour is projected at 559 trips. Four impact scenarios were analyzed:

- Year 2010 Traffic Conditions without the Project
- Year 2010 Traffic Conditions with the Project
- Year 2020 Traffic Conditions without the Project
- Year 2020 Traffic Conditions with the Project

Year 2010 Traffic Conditions without the Project.

Roadway Segments. Under Year 2010 conditions, without the project, analyses found the ten contiguous roadway segments of College Boulevard between Mesa Drive and SR-78 did not operate at LOS C or better. Eight contiguous segments of SR-76, between I-5 and Old Grove Road did not operate at LOS C or better.

Intersections. Under Year 2010 conditions, without the project, analyses found the intersection of SR-76 and Foussat Road did not operate at LOS D or better in the pm peak hour.

Year 2010 Traffic Conditions with the Project.

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

Intersections. The intersection of SR-76 and Foussat Road would continue to operate below an LOS of D in the pm peak hour, as it is projected to do without the project. The increase in delay ascribed to the project does not exceed 2.0 seconds, and is therefore not considered a significant impact.

Year 2020 Traffic Conditions without the Project.

Roadway Segments. Analyses found six street segments that did not operate at LOS C or better:

- College Boulevard between Avenida de la Plata and Oceanside Boulevard
- College Boulevard between Oceanside Boulevard and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Las Rosas
- SR 76 between Airport Road and El Camino Real

Intersections. One intersection would operate at an unacceptable level, less than LOS D. The intersection of Mesa Drive and Ivey Ranch Road would operate at LOS E in the am peak hour.

Year 2020 Traffic Conditions with the Project.

Roadway Segments. The same six roadway segments identified to operate deficiently without the project would continue to operate deficiently with the project. Project traffic does not increase the v/c ratio more than 0.02 and is therefore not considered a significant impact.

Intersections. The intersection of Mesa Drive and Ivey Ranch Road would continue to operate at LOS E in the am peak hour. Project traffic does not result in an increased delay of two seconds or more, and thereby does not exceed the significance criteria.

Peak Hour Roadway Segment Level of Service Analysis.

For Year 2010 analyses, two corridors are projected to operate at LOS D or worse:

- College Boulevard between Mesa Drive and SR-78
- SR-76 between I-5 and Old Grove Road

The College Boulevard corridor does operate at at least LOS D in both directions at both peak hours. The SR-76 corridor operates at less than LOS D (LOS E) in the eastbound peak hour, both with and without the proposed project. The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion.

For Year 2020 analyses, five corridors are projected to operate at LOS D or worse:

- College Boulevard between Avenida de la Plata and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Via las Rosas
- SR-76 between Airport Road and El Camino Real

Roadway segments of these corridors do operate at at least LOS D in both directions at both peak hours, with two exceptions:

- College Boulevard between Vista Way and SR-78, which operates at LOS E in the northbound direction during the am peak hour, and at LOS F northbound and LOS E southbound in the pm peak hour.
- Oceanside Boulevard between College Boulevard and Arroyo Avenue, which operates at LOS F eastbound in both the am and pm peak hours.

The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion for either of these segments.

### Significant Impacts to Traffic

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity (v/c) ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

An increase of v/c ratio greater than 0.02 on a roadway segment not operating at LOS C or better is considered a significant impact.

Mitigation. The City of Oceanside's Circulation Element does require that "...creative measures must be provided to increase capacity if the roadway segment level of service falls below LOS C. These creative measures are to be provided as mitigation regardless of the peak period showing acceptable levels of service or not." The City of Oceanside has identified creative mitigation measures that can be provided to increase capacity for the deficient segments, and this project will be responsible for paying a fair share toward these mitigation measures. Although there are other roadway segments forecasted to operate below LOS C, the contribution of traffic from this project would not change the v/c ratio, and therefore no creative measures are necessary on those segments.

The proposed project will be conditioned to contribute on a fair-share basis to the following improvements:

- Widening / capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive.
- Widening of the westbound approach of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard.

College Boulevard is impacted under all scenarios with or without this project. Mitigation is proposed above as creative measures to reduce these impacts, but the impacts cannot be reduced to below a level of significance. The General Plan noted the situation in 1995:

“While strong attempts should be made to construct the full 6-lane facilities [on College Boulevard], existing development on most segments makes such upgrading unlikely. Accordingly, the 4- and 6-lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment.” (City of Oceanside, Circulation Element, General Plan, 1995).

Mitigation Implementation and Monitoring. Traffic mitigation measures shall be reviewed and approved by the Engineering Department and the Planning Department, and shall be made conditions of approval of the Revised Master Development Plan. The fair share amounts will be paid in full prior to approval of the first Development Plan under the proposed Master Development Plan revision. As part of the Master Development Plan revision, there is a tracking system documented for allocation of building uses and trips. Monitoring to assure payment of the fair share mitigation amounts would occur by City staff as part of the site development plan review and approval.

## CUMULATIVE IMPACTS OF GREENHOUSE GASES

Global climate change is a term used to refer to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. In an effort to reduce the amount of greenhouse gases produced each year, the State of California has adopted various regulations and standards that address the sources of the emissions.

Since the approval of Pacific Coast Business Park in 2005, new regulations have been established addressing global climate change and greenhouse gases. For this reason, a Global Climate Change Evaluation has been prepared for this Supplemental EIR. As global climate change was not evaluated in the 2005 Pacific Coast Business Park FEIR, the study evaluates the entire business park, not just the project that is currently proposed by this SEIR. The study was conducted to analyze potential global climate change impacts associated with the development, and addresses the potential for greenhouse gas emissions during construction and after full buildout. There is a potential for a contribution to significant cumulative impacts from greenhouse gases. Measures to reduce greenhouse gas emissions are included.

Greenhouse gases emissions associated with the entire Pacific Coast Business Park were evaluated separately for four categories of emissions:

- Construction
- Energy use (including electricity and natural gas usage)
- Water consumption
- Transportation

## **I INTRODUCTION**

This Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Pacific Coast Business Park Master Development Plan Revision.

The EIR has been prepared by professional environmental consultants according to the requirements of the City of Oceanside and with Section 21000 et seq. of the California Environmental Quality Act of 1970, as amended (CEQA) and the State CEQA guidelines (California Code of Regulations, Section 15000 et seq.). It is an informational document intended for use by the City of Oceanside's decision-makers and the public.

The Pacific Coast Business Park project was fully analyzed in a Final Environmental Impact Report (FEIR) that was certified in August of 2005. The primary purpose of this draft Supplement to that EIR is to satisfy CEQA requirements by fully disclosing any changes in impacts that may occur as a result of modifications to the project since certification of the 2005 FEIR. These project revisions include the following changes to the projected land use allocation:

1. Reduce Industrial Park use (from 1,100,000 square feet to 901,500 square feet)
2. Increase Commercial Office use (from 400,000 square feet to 518,000 square feet)
3. Reflect the approved Medical Office use (80,500 square feet)

These revisions to allocation of uses do not affect the total square footage of projected building area, which remains at 1,500,000 square feet.

Discretionary actions necessary for the development which are addressed in the EIR include a revision to the Industrial Master Development Plan.

### **Background and Previous CEQA Approvals**

When an Environmental Impact Report has been prepared for a project, a subsequent or supplemental EIR is required only if "substantial changes" in the project or its circumstances will result in new or substantially more severe impacts that require additional analysis (CEQA, §21166.). A subsequent or supplemental document is required if one or more of the following applies:

1. Substantial changes are proposed in the project that will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase of the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. New information includes:
- The project will have one or more significant effects not discussed in the previous EIR;
  - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the City declines to adopt them; or
  - Mitigation measures or alternatives, which are considerably different from those analyzed in the previous EIR, would substantially reduce one or more significant effects on the environment, but the City declines to adopt them. (CEQA Guidelines, §15162(a)).

Section 15163 of the CEQA Guidelines states that a lead agency may choose to prepare a “supplement” to an EIR rather than a “subsequent” EIR if any of the above conditions would require the preparation of a subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in its revised condition.

Since the additional analysis required for the revised project components did not require major revisions to the previous EIR, a supplement to the previous EIR is the appropriate document for the revisions to the previously approved project.

Development of the site was analyzed by the 2005 Pacific Coast Business Park FEIR. The following document is hereby incorporated by reference:

*Final Environmental Impact Report for Pacific Coast Business Park (SCH#2004071011), certified by the Oceanside Planning Commission on August 22, 2005, Resolution Number 2005-P46.*

This SEIR contains only the supplemental information necessary to update the 2005 FEIR to assure CEQA compliance for the proposed Pacific Coast Business Park Master Development Plan Revision.

The Lead Agency for this EIR is the City of Oceanside. A Notice of Preparation (NOP) addressing the project determined that the proposed revision may have a significant effect on the environment. A focused SEIR has therefore been prepared addressing the following potentially significant issue: transportation/traffic. The NOP, responses and Initial Study are attached as Appendix A.

Chapter IV of this SEIR discusses the potentially significant environmental effects associated with traffic and transportation. The SEIR contains a discussion of the existing conditions, an assessment of potential impacts, thresholds of significance, and recommended mitigation measures for all impacts identified as significant. Chapter V lists effects found not to be significant; Chapter VI

discusses project alternatives; Chapter VII analyzes cumulative impacts, including potential greenhouse gas impacts; Chapter VIII lists all unavoidable significant impacts; and Chapter IX discusses growth inducing impacts. References cited and persons involved in the preparation of the SEIR are included in Chapters X and XI, respectively. Technical reports and supporting documentation discussed and cited in the text are located in the Appendices to the SEIR. Such materials and additional data are available for review at the City's Planning Department during normal business hours.

Comments from agencies and individuals are invited during public review regarding the information contained in this SEIR. Respondents are requested to provide information they feel the SEIR lacks or to indicate where the information can be found. All comments on this SEIR should be sent to:

Scott Nightingale, Project Planner  
City of Oceanside  
Planning Division  
300 North Coast Highway  
Oceanside, CA 92054

Comments should focus solely on the Draft SEIR and not the prior EIR. The Pacific Coast Business Park EIR was certified in 2005; all comments were addressed in the FEIR for the project prior to approval. This Draft SEIR analyzes only those minor changes that have been made to the project since approval in 2005; therefore any and all comments should pertain to those revisions alone.

Following a 45-day period for circulation and review of the draft EIR, all comments and the responses to comments will be incorporated in the final EIR prior to certification of the document by the City of Oceanside.

This page intentionally left blank

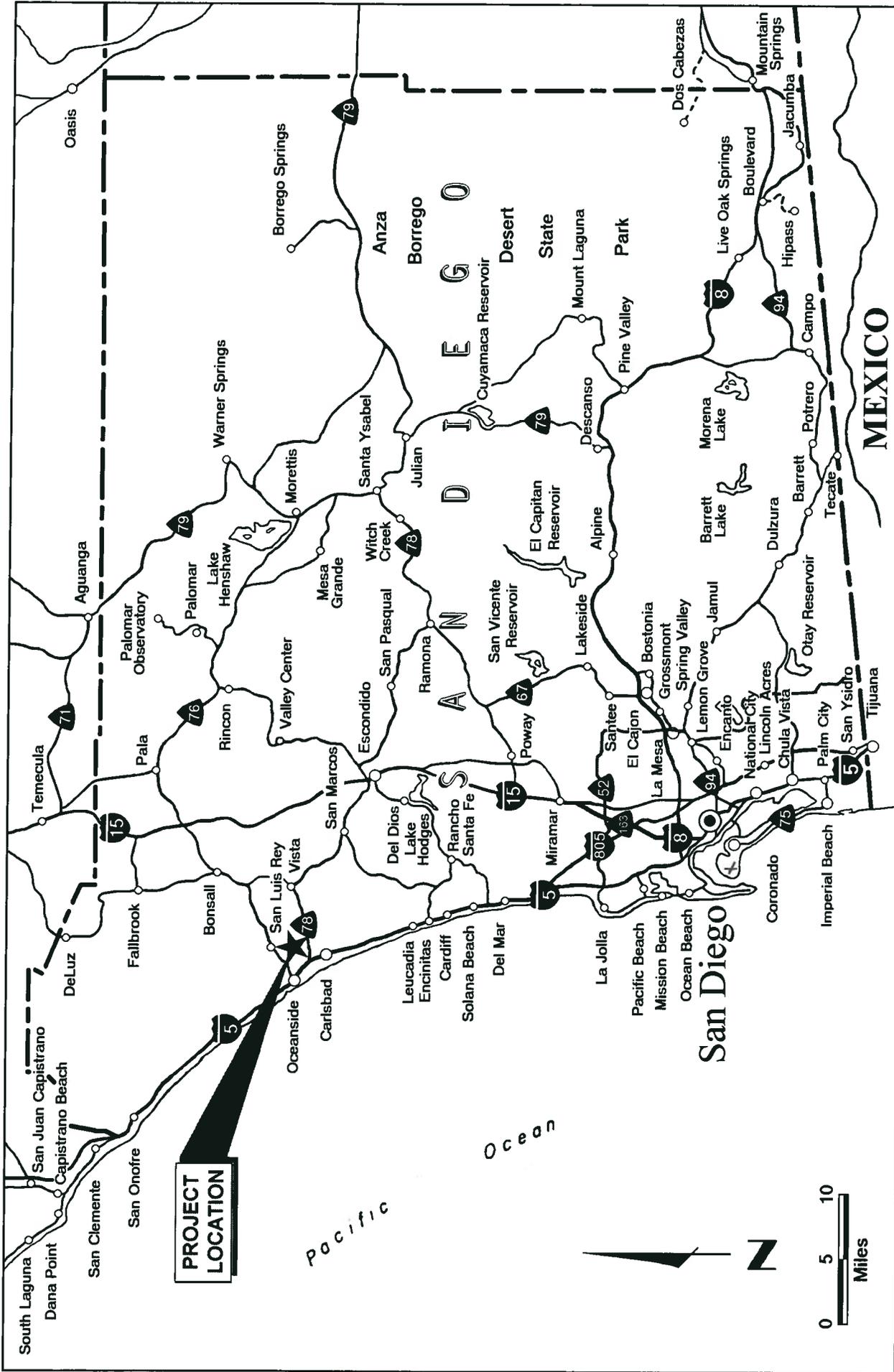
## II ENVIRONMENTAL SETTING

The site of the Pacific Coast Business Park Master Development Plan Revision is located on approximately 124 acres in the City of Oceanside (Figure II-1). The site is bounded by College Boulevard to the east, and Old Grove Road to the north. The site is on the USGS 7.5' San Luis Rey topographic quadrangle, largely in the southwestern quarter of Section 15, Township 11 South, Range 4 West (Figure II-2). The original Pacific Coast Business Park project extended Avenida del Oro north to Old Grove Road. Since approval of the project in 2005, the site has been graded and divided into large parcels, with streets and infrastructure in place to facilitate pending build out. An aerial view of the property and surrounding areas is shown in Figure II-3.

The property is located within the Rancho del Oro Specific Plan Area. It is immediately north of the original Rancho del Oro Technology Park, with the Ocean Ranch industrial development (existing and planned) adjacent to the west. Residential uses (Rancho del Oro Village III and the currently vacant Village XII) exist north of the site, and there are also residential uses east across College Boulevard (Rancho del Oro Villages I and II)(Figure II-3).

General Plan use for the site is S-1-84 (Rancho del Oro Specific Plan). Zoning is PD-1, Rancho del Oro Planned Industrial. Land uses for the site were originally regulated through the Rancho del Oro Industrial Master Development Plan, adopted in 1982. This was prior to the City's current zoning regulations. A new Industrial Master Development Plan for the Pacific Coast Business Park was prepared for the original Pacific Coast Business Park project in 2005. Changes from the original Rancho del Oro Master Development Plan were made to reflect the changes in the industrial and business park market, the evolution of land use regulations for industrial and business parks since 1982, and design goals for the original Pacific Coast Business Park project.

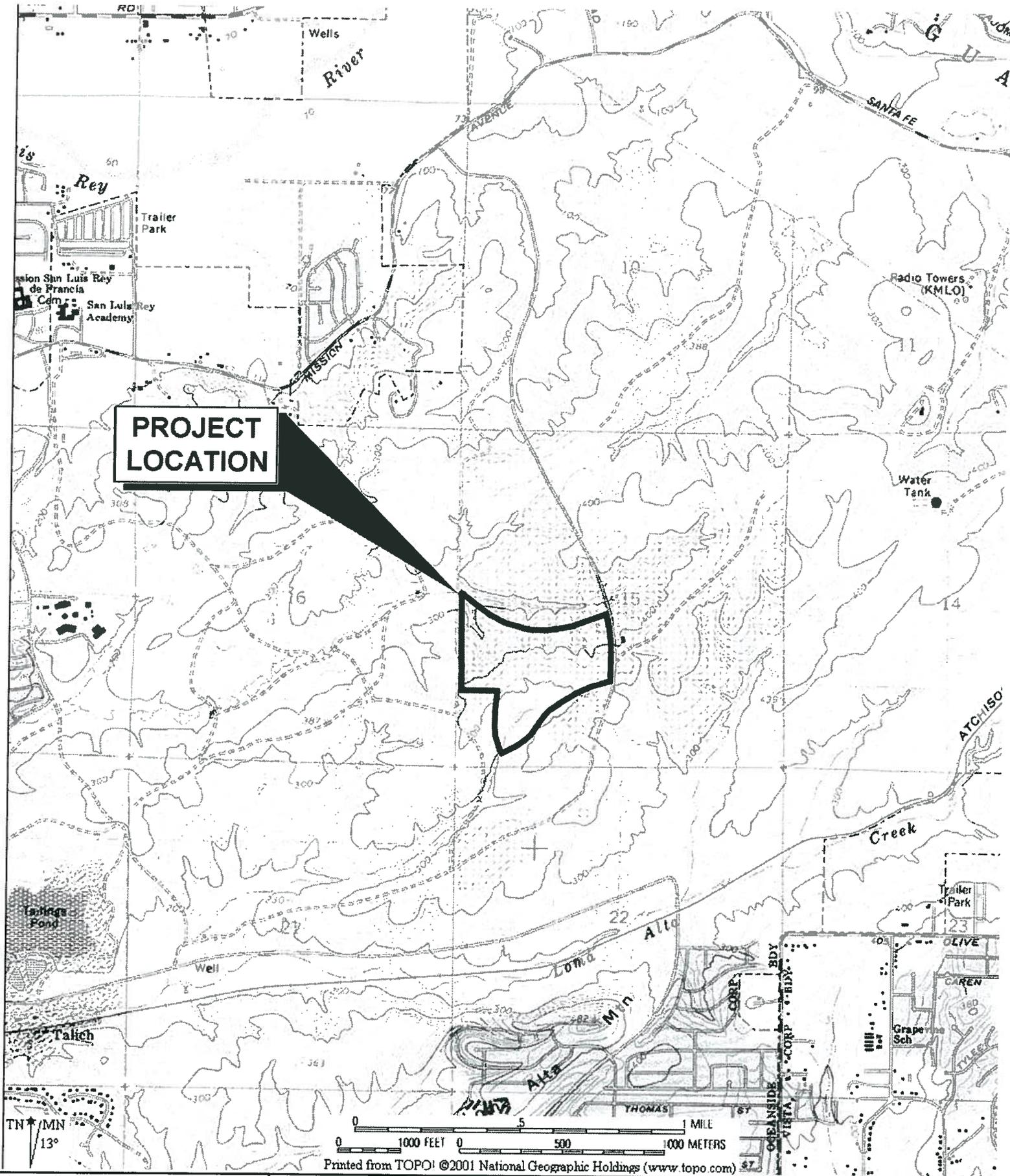
A revised Industrial Master Development Plan (prepared in November of 2008) is the subject of this analysis; upon City approval, it will be applicable to this property. The proposed revisions are consistent with the City of Oceanside's General Plan and will implement the zoning requirements with the Industrial Master Development Plan.



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

**REGIONAL LOCATION IN SAN DIEGO COUNTY**

**FIGURE II-1**



**PROJECT  
LOCATION**

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

**PROJECT LOCATION ON USGS 7.5'  
 SAN LUIS REY QUADRANGLE**

**FIGURE II-2**

This page intentionally left blank



FIGURE II-3

AERIAL VIEW OF SITE

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

This page intentionally left blank

### **III PROJECT DESCRIPTION**

#### **A. Project Objective**

The Pacific Coast Business Park Master Development Plan Revision proposes to modify the Industrial Master Development Plan for Pacific Coast Business Park to increase the amount of office use within the project and allow for additional traffic trips to accommodate that change.

Market demand for high quality office space has grown since initial analysis of the project. The intent of the revised project is to redistribute the land among uses consistent with IL zoning to better accommodate current market demand, thereby maximizing property use/utilization.

The Pacific Coast Business Park Master Development Plan Revision proposes the reallocation of land uses within an approved, graded and partially developed business park. Reduction of Industrial Park use, increase of General Office use and inclusion of approved Medical Office space, as proposed by the project, will result in more jobs than under the previously approved business park conditions. The project would support the goals of the City of Oceanside's Economic Sustainability Study (City of Oceanside, 2008). According to the study, the jobs to housing balance is "significantly below the regional average". Insufficient jobs force the commute of local residents, inducing "clogged roads". The study includes the following goals to reverse the existing imbalance:

- New office sites to be located to house higher paying employment opportunities
- Maintain the integrity of office and industrial zoned property to secure land for the implementation of quality employment opportunities
- Increase the jobs to housing ratio to at least 1:1
- Increase office space per capita to 8 square feet per capita over a 5 year period
- Promote development that would maximize economic growth potential such as the attraction of more office jobs and related industries

The study further concluded that warehouse and distribution uses allowed within business parks consume larger spaces and produce fewer jobs at lower wage rates than office jobs. Office uses will create jobs at a ratio of 1 job per 300 square feet versus 1 job per 500 square feet or more for industrial/warehouse/distribution jobs. Office jobs also pay higher wages and are therefore a greater benefit to the City. The study points out that the overutilization of non job producing uses in the business parks will continue to erode the jobs to housing ratio.

The proposed reallocation of land uses presented by the project would allow a change in up to 198,500 square feet from Industrial Park space to Office space (including both general and medical office space). The project would therefore promote the goals of the City's Economic Sustainability Plan. The Economic Sustainability Study can be found on file at the City's Economic & Community Development Division.

## **B. Project Features**

The project site and surrounding area are shown in Figure II-3. The gross area within the industrial site boundaries is approximately 124 acres. This area is part of the industrially-designed area within the central portion of the City of Oceanside.

The project analyzed in this SEIR is the revision to the Industrial Master Development Plan for Pacific Coast Business Park. The property is currently graded and divided into 30 industrial parcels (Figures III-1 and III-3), with major streets, internal roadways and infrastructure in place to facilitate pending buildout (Figures III-2 through III-4). A portion of the property is already developed with medical office buildings (Figures III-4 and III-5). The site is designed to accommodate a broad range of product types in the business market, from multi-tenant and small single-used buildings to larger manufacturing and warehouse uses. The site layout is designed to allow flexibility in combining two or more adjacent parcels to accommodate build-to-suit, lot sales and leased spaces.

College Boulevard is the eastern boundary of the site, while Old Grove Road forms the northern boundary. Project access from the north is via two points along Old Grove Road; one with the intersection of Avenida del Oro, and the second with the intersection of Trestles Street, between the Avenida del Oro intersection and College Boulevard. The project area is also accessible from the south from Oceanside Boulevard by way of Anita de la Plata and Avenida del Oro. Avenida del Oro runs north through the property to connect to Old Grove Road. Blacks Beach Street intersects Avenida del Oro via Windansea Street to provide access to individual industrial lots on the western portion of the project. Rocky Point Drive also connects to Avenida del Oro by way of Windansea Street, and to Old Grove Road through Trestles Street, to provide access for the eastern part of the site (Figure II-3).

The Pacific Coast Business Park Master Development Plan Revision proposes the following changes to the projected allocation of land use within the business park:

- Reduction of Industrial Park land use from 1,100,000 to 901,500 square feet (-198,500 square feet)
- Increase in General Office use from 400,000 to 518,000 square feet (+118,000 square feet)
- Addition of 80,500 square feet of Medical Office space (+80,500 square feet)

The proposed revisions to land use allocation do not expand the development area of the previously approved Pacific Coast Business Park. This project is for adjustments to the land use mix only.



**Affinis**

Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019

**GRADED PADS**

**FIGURE III-1**

This page intentionally left blank



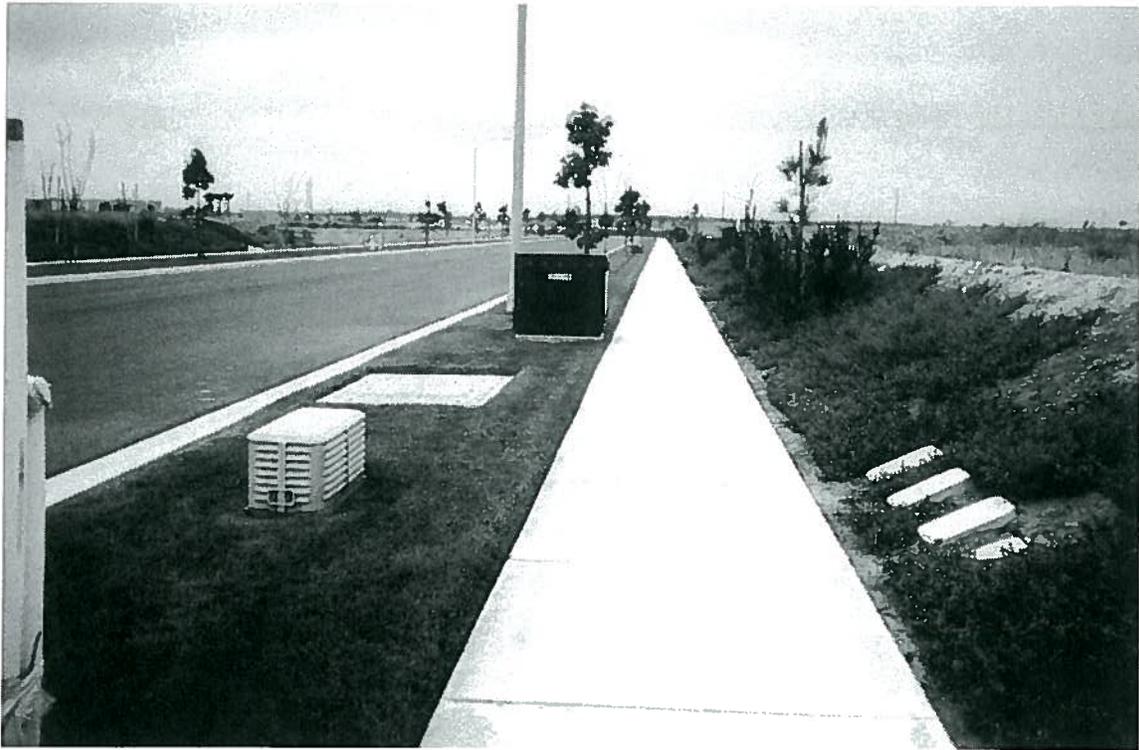
**Affinis**

Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019

**EXISTING STREETS ON-SITE**

**FIGURE III-2**

This page intentionally left blank



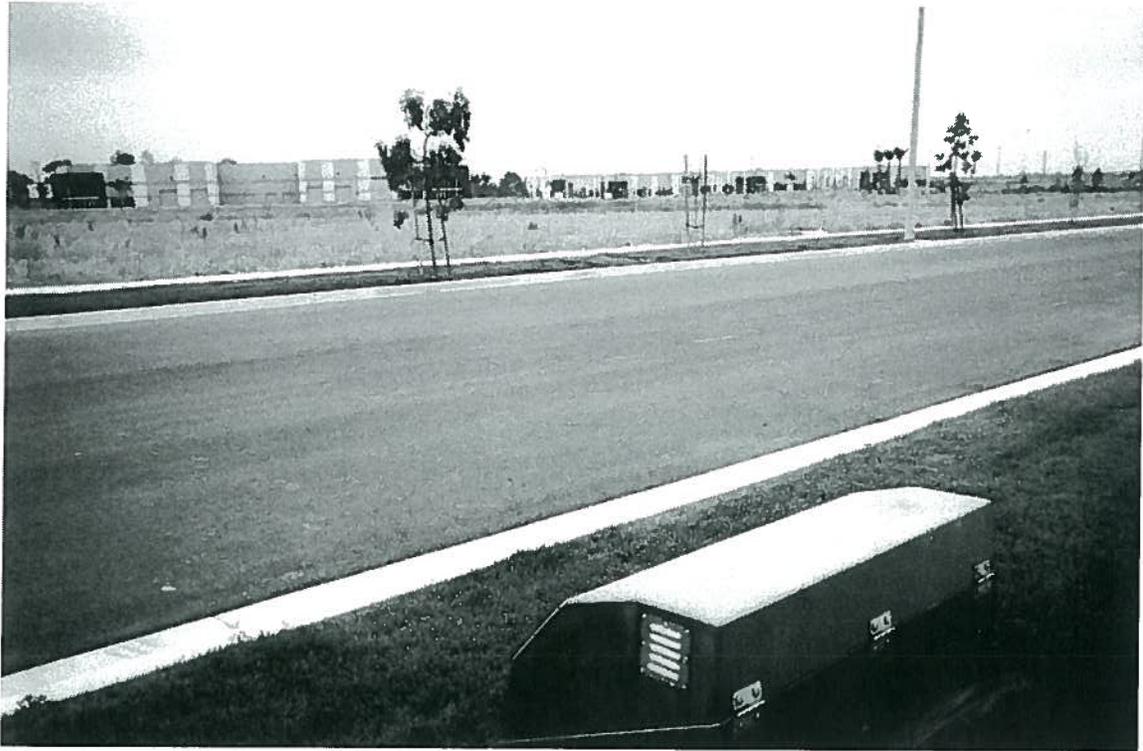
**Affinis**

Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019

**EXISTING SIDEWALKS AND UTILITIES**

**FIGURE III-3**

**This page intentionally left blank**



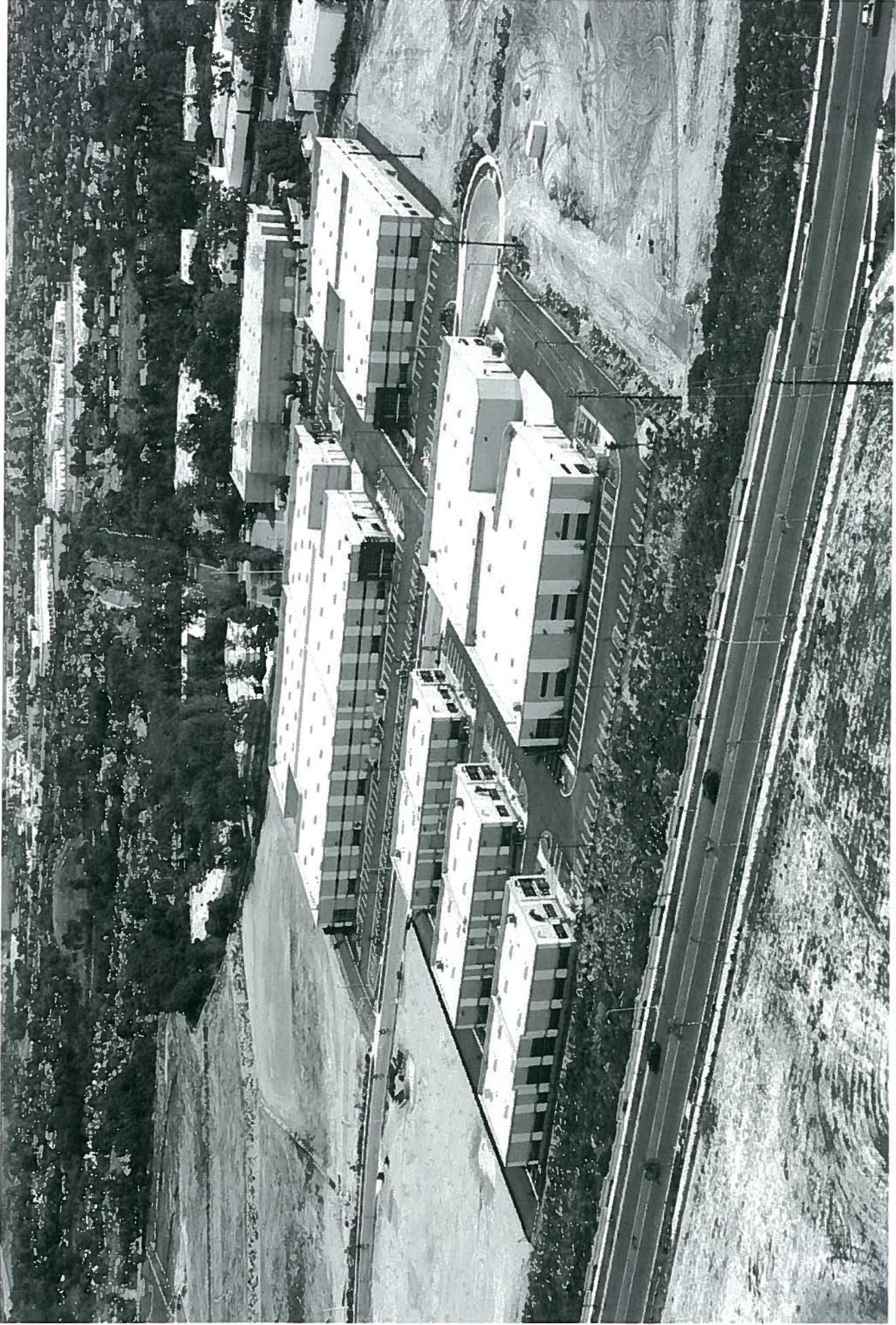
**Affinis**

Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019

**VIEWS OF EXISTING DEVELOPMENT  
AND INFRASTRUCTURE**

**FIGURE III-4**

**This page intentionally left blank**



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

**EXISTING BUILDINGS ON-SITE**

**FIGURE III-5**

**This page intentionally left blank**

## **IV. ENVIRONMENTAL ANALYSIS**

### **A. Transportation/Traffic**

The original traffic study for Pacific Coast Business Park was prepared by Kimley-Horn and Associates in 2005, and assessed impacts associated with the projected 16,800 average daily trips (ADT). All traffic mitigation measures required for that project have been implemented, including onsite and offsite improvements and fair share contributions. Kimley-Horn and Associates, Inc. has prepared a new traffic impact analysis for the current project (Kimley-Horn and Associates, 2009). This EIR section is based on information in that analysis. The current traffic study evaluates the changes in traffic conditions that would be caused by the additional trips generated by increased office development at Pacific Coast Business Park. The Kimley-Horn study analyzed 49 roadway segments and 40 intersections. This EIR section has focused on the roadway segments and intersections that presently have or are projected to have significant impacts to traffic flow. The Kimley-Horn analysis report included here as Appendix B provides details of analyses. The volume of supporting calculations is available for review at the City's Division of Planning during regular business hours.

### **EXISTING CONDITIONS**

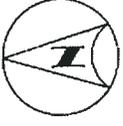
The roadways and intersections analyzed are shown in Figure IV.A-1. College Boulevard is a four-lane Major Arterial extending from State Route (SR) 76 southerly to Waring Road, and south of Lake Boulevard. It is constructed as a six-lane Major Arterial north of SR-76, and from Waring Road south to Lake Boulevard. In the project area College Boulevard is designated a six-lane Major Arterial in the City's Circulation Element except from Old Grove Road south to Lake Boulevard.

Oceanside Boulevard is a six-lane Prime Arterial between El Camino Real and College Boulevard. The segment between College Boulevard and Arroyo Avenue to the east is currently a five-lane section consisting of three eastbound lanes and two westbound lanes.

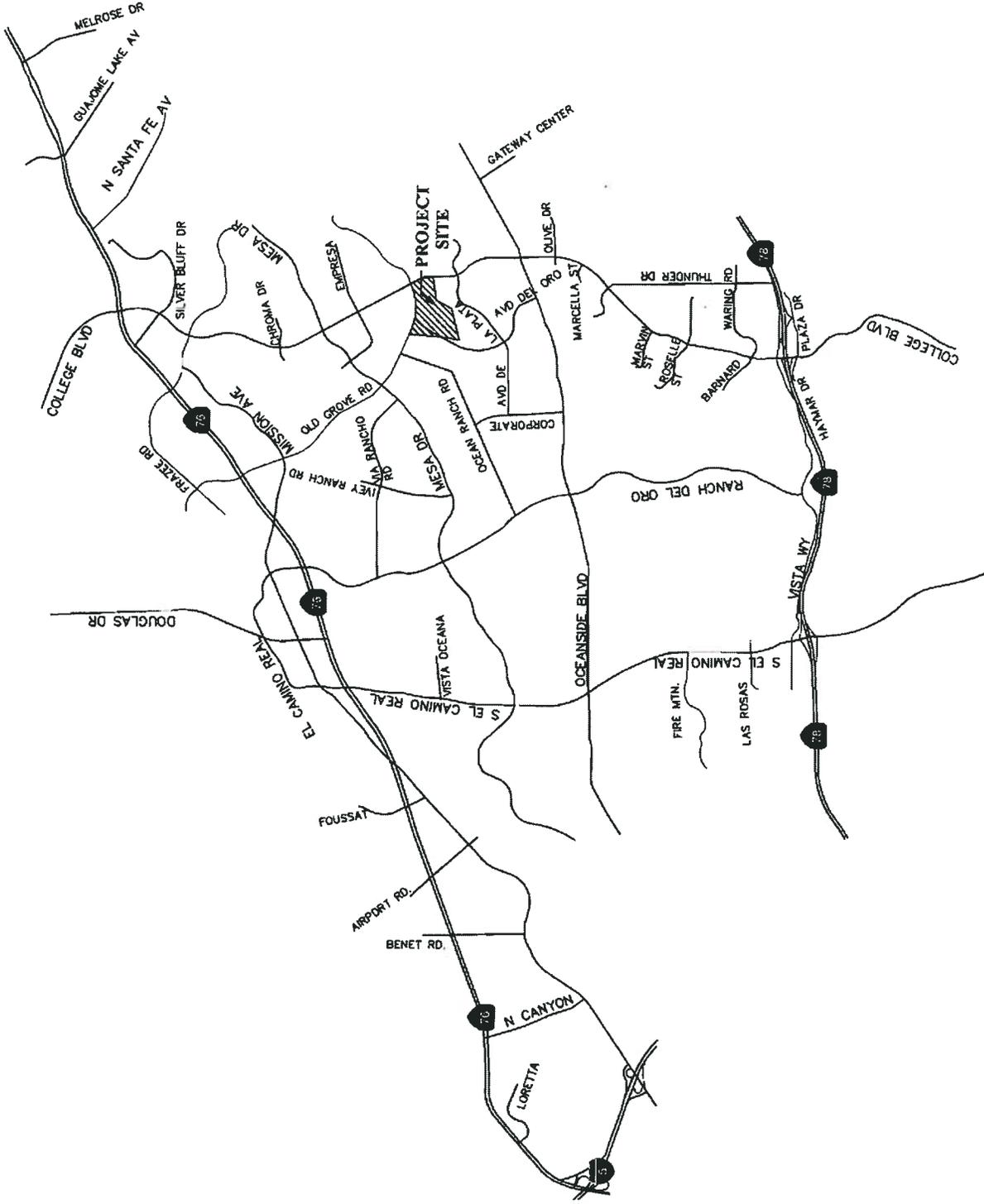
El Camino Real is identified on the Congestion Management Plan as a Strategic Regional Arterial. It is a north-south roadway connecting northern Oceanside to the City of Carlsbad to the south. El Camino Real is a four-lane Major Arterial between Mission Avenue and Oceanside Boulevard. It becomes a six-lane Prime Arterial between Oceanside Boulevard and SR-78.

Mesa Drive is a four-lane Secondary Arterial in the study area. It is an east-west roadway facilitating flow to major arterials such as El Camino Real, Rancho del Oro Drive, and College Boulevard.

Old Grove Road is a four-lane Secondary Arterial. Old Grove Road facilitates traffic flow to major arterials such as SR-76 and College Boulevard.



NOT TO SCALE



SOURCE: KIMLEY-HORN AND ASSOCIATES, INC., 2009

### Affinis

Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019

## ROADWAYS AND INTERSECTIONS IN PROJECT VICINITY

FIGURE IV.A-1

Rancho del Oro Drive is a four-lane Major Arterial in the study area. This roadway provides north-south access in central Oceanside. An interchange at SR-78 is included in the Circulation Element; that interchange is not assumed in these traffic analyses.

SR-76 is a four-lane Expressway between Interstate 5 and Melrose Drive. It is a four-lane highway that transitions to a two-lane highway east of Melrose Drive.

SR-78 is a state Freeway running east-west across southern Oceanside.

Vista Way is a four-lane Secondary Arterial that parallels SR-78. It facilitates traffic flow to major arterials such as College Boulevard, Rancho del Oro Drive, and El Camino Real.

### Roadway Segments

Level of Service (LOS) is a measure of performance, and for street segments it is based on density – the number of cars per mile per lane. Although speed is a major indicator of service quality to drivers, freedom to maneuver and proximity to other vehicles are equally noticeable concerns, and these are related to density (Highway Capacity Manual, 2000). Level-of-Service is determined with specific calculations (Appendix B; Highway Capacity Manual, 2000). The following descriptions give a general feel for the different LOS designations for road segments:

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

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

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

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

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

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

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

In addition to City of Oceanside requirements, traffic studies must comply with the San Diego Association of Governments (SANDAG) Congestion Management Plan (CMP). The CMP Guidelines require the geographic area analyzed in a traffic study must include:

- All local roadway segments, intersections, and mainline freeway locations where the proposed project will add fifty or more peak hour trips in either direction to existing traffic
- All freeway entrance and exit ramps where the proposed project will add a significant number of peak hour trips to cause any traffic queues to exceed ramp storage capacities

Such CMP facilities in the study area include I-5, SR-76, SR-78, and El Camino Real.

For this project, a total of 49 roadway segments were analyzed:

- Fourteen contiguous segments of College Boulevard between SR-76 and SR-78
- Five contiguous segments of Oceanside Boulevard between El Camino Real and Arroyo Avenue.
- Six contiguous segments of Mesa Drive between El Camino Real and College Boulevard
- Four contiguous segments of Old Grove Road between SR-76 and College Boulevard
- Four contiguous segments of El Camino Real between Vista Oceana and Via Las Rosas
- Four contiguous segments of Rancho del Oro between Mission Avenue and Oceanside Boulevard
- Twelve contiguous segments of SR-76 between I-5 and Santa Fe Avenue

These roadway segments are listed in Table IV.A.1, and shown on Figure IV.A-1.

## Intersections

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

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

The forty intersections included in the traffic analysis are listed in Table IV.A-2 and shown on Figure IV.A-1.

## **IMPACT**

The Pacific Coast Business Park Master Development Plan Revision is projected to generate 4797 trips on a daily basis. The am peak hour is projected at 397 trips, and the pm peak hour is projected at 559 trips. The traffic analyses include the traffic improvements that were conditioned on the approved original Pacific Coast Business Park and Pavilion projects, and the improvements that are recommended to be made by the El Corazon project. These improvements are discussed in Appendix B.

Four impact scenarios were analyzed:

- Year 2010 Traffic Conditions without the Project
- Year 2010 Traffic Conditions with the Project
- Year 2020 Traffic Conditions without the Project
- Year 2020 Traffic Conditions with the Project

### Year 2010 Traffic Conditions without the Project.

By Year 2010, approved and pending projects in the vicinity of the proposed project are estimated to generate 120,084 daily trips, with 9361 during the morning peak hour and 12,661 trips during the afternoon peak hour. The following projects were included in these analyses; and are discussed in

more detail in Appendix B:

El Corazon Master Plan	Douglas Mission Retail
Ventana Residential	Mesa Ridge Condominiums
Oceanpointe Multi-Family	Vista Way Medical Office
Ocean Terrace Medical Office	Vista del Oro Medical Office
Vista Pacific Condominiums	APN: 165-013-07 Retail
Ambulatory Care Facility	Terraza Residential
Seagate Corporate Center	Oceanside Marketplace
Hi Hope Ranch	VUSD Magnet School
Pacific Coast Business Park	Alta Loma Office/Warehouse
North River Village (NCTD Mixed Use)	Oceanside Pavilion

Prescott Industrial Park (approximately 60% occupied)  
Monarch (Piazza) Del Oro (approximately 50% occupied)  
Morro Hills (approximately 75% occupied)  
Ocean Ranch (approximately 70% built and approximately 50% occupied)  
Wilmont Ranch (approximately 90% occupied)

Roadway Segments. Under Year 2010 conditions, without the project, analyses found the ten contiguous roadway segments of College Boulevard between Mesa Drive and SR-78 did not operate at LOS C or better. Eight contiguous segments of SR-76, between I-5 and Old Grove Road did not operate at LOS C or better. LOS for these segments is shaded in Table IV.A-1.

Intersections. Under Year 2010 conditions, without the project, analyses found the intersection of SR-76 and Foussat Road did not operate at LOS D or better in the pm peak hour (Table IV.A-2).

#### Year 2010 Traffic Conditions with the Project.

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

These are shaded in Table IV.A-1.

Intersections. The intersection of SR-76 and Foussat Road would continue to operate below an LOS of D in the pm peak hour, as it is projected to do without the project. The increase in delay ascribed to the project does not exceed 2.0 seconds, and is therefore not considered a significant impact. The pm peak LOS for this intersection is shaded in Table IV.A-2.

**Table IV.A-1  
Roadway Level of Service  
for Year 2010**

Roadway Segment	No. of Lanes/ Classification	LOS E Capacity	Year 2010 w/o Project			PCBP Trips	Year 2010 With Project				Signif <sup>1</sup> Impact?	New <sup>2</sup> Impact?
			ADT	V/C	LOS		ADT	V/C	LOS	Increase		
<b>College Boulevard between:</b>												
SR-76 and Towne Center	5/Major	45,000	29,817	0.66	B	720	30,536	0.68	B	0.02	No	
Towne Center and Frazee Road	4/Major	40,000	29,817	0.75	C	720	30,536	0.76	C	0.02	No	
Frazee Road and Chroma Drive	4/Major	40,000	29,877	0.75	C	720	30,596	0.76	C	0.02	No	
Chroma Drive and Mesa Drive	4/Major	40,000	29,936	0.75	C	720	30,656	0.77	C	0.02	No	
Mesa Drive and Old Grove Road	4/Major	40,000	37,419	0.94	E	959	38,379	0.96	E	0.02	No	
Old Grove Rd and Avenida de la Plata	4/Major	40,000	41,475	1.04	F	1,199	42,675	1.07	F	0.03	Yes	No
Avenida de la Plata and Oceanside Blvd	4/Major	40,000	41,475	1.04	F	1,199	42,675	1.07	F	0.03	Yes	No
Oceanside Boulevard and Olive Drive	4/Major	40,000	54,362	1.36	F	720	55,081	1.38	F	0.02	No	
Olive Drive and Thunder Drive	4/Major	40,000	54,630	1.37	F	480	55,110	1.38	F	0.01	No	
Thunder Drive and Marvin Street	4/Major	40,000	36,027	0.90	E	384	36,411	0.91	E	0.01	No	
Marvin Street and Roselle Street	4/Major	40,000	36,027	0.90	E	384	36,411	0.91	E	0.01	No	
Roselle Street and Barnard/Waring St	4/Major	40,000	44,794	1.12	F	288	45,082	1.13	F	0.01	No	
Barnard/Waring Street and Vista Way	6/Primary	60,000	52,156	0.87	D	288	52,444	0.87	D	0.00	No	
Vista Way and SR-78	6/Primary	60,000	52,156	0.87	D	288	52,444	0.87	D	0.00	No	
<b>Oceanside Boulevard between:</b>												
El Camino Real and Rancho del Oro	6/Primary	60,000	36,815	0.61	B	959	37,775	0.63	B	0.02	No	
Rancho del Oro and Corporate Center	6/Primary	60,000	32,252	0.54	A	720	32,972	0.55	A	0.01	No	
Corporate Center and Avenida del Oro	6/Primary	60,000	32,824	0.55	A	480	33,304	0.56	A	0.01	No	
Avenida del Oro and College Blvd	6/Primary	60,000	32,538	0.54	A	0	32,538	0.54	A	0.00	No	
College Boulevard and Arroyo Ave	5/Major	45,000	28,321	0.63	B	480	28,801	0.64	B	0.01	No	
<b>Mesa Drive between:</b>												
El Camino Real and Rancho del Oro	4/Secondary	34,200	13,457	0.39	A	240	13,697	0.40	A	0.01	No	
Rancho del Oro and Ivey Ranch Road	4/Secondary	34,200	10,517	0.31	A	480	10,997	0.32	A	0.01	No	
Ivey Ranch Road and Via Rancho Rd	4/Secondary	34,200	10,517	0.31	A	480	10,997	0.32	A	0.01	No	
Via Rancho Road and Old Grove Road	4/Secondary	34,200	10,017	0.29	A	480	10,497	0.31	A	0.01	No	
Old Grove Road and Via Empresa	4/Secondary	34,200	15,722	0.46	B	0	15,722	0.46	B	0.00	No	
Via Empresa and College Boulevard	4/Secondary	34,200	15,722	0.46	B	0	15,722	0.46	B	0.00	No	
<b>Old Grove Road between:</b>												
SR-76 and Mission Avenue	4/Secondary	25,000	16,765	0.67	B	480	17,245	0.69	B	0.02	No	
Mission Avenue and Mesa Drive	4/Secondary	25,000	14,320	0.57	A	480	14,800	0.59	A	0.02	No	
Mesa Drive and Avenida del Oro	4/Secondary	25,000	11,560	0.46	A	1,919	13,479	0.54	A	0.08	No	
Avenida del Oro and College Blvd	4/Secondary	25,000	11,560	0.46	A	2,399	13,959	0.56	A	0.10	No	
<b>El Camino Real between:</b>												
Vista Oceana and Mesa Drive	4/Major	40,000	21,877	0.55	A	0	21,877	0.55	A	0.00	No	
Mesa Drive and Oceanside Boulevard	4/Major	40,000	21,949	0.55	A	0	21,949	0.55	A	0.00	No	
Oceanside Blvd and Fire Mountain Rd	6/Primary	60,000	38,265	0.64	B	240	38,505	0.64	B	0.00	No	
Fire Mountain Road and Via Las Rosas	6/Primary	60,000	38,193	0.64	B	240	38,433	0.64	B	0.00	No	
<b>Rancho del Oro between:</b>												
Mission Avenue and SR-76	4/Major	40,000	12,870	0.32	A	240	13,110	0.33	A	0.01	No	
SR-76 and Via Rancho Road	4/Major	40,000	13,874	0.35	A	240	14,114	0.35	A	0.01	No	
Via Rancho Road and Mesa Drive	4/Major	40,000	13,588	0.34	A	240	13,828	0.35	A	0.01	No	
Mesa Drive and Oceanside Boulevard	4/Major	40,000	14,741	0.37	A	720	15,461	0.39	A	0.02	No	
<b>SR-76 between:</b>												
I-5 and Loretta Street	4/Expressway	64,000	54,767	0.86	D	240	55,007	0.86	D	0.00	No	
Loretta Street and Canyon Drive	4/Expressway	64,000	59,491	0.93	F	288	59,779	0.93	E	0.00	No	
Canyon Drive and Benet Road	4/Expressway	64,000	60,778	0.95	E	336	61,114	0.95	E	0.01	No	
Benet Road and Airport Road	4/Expressway	64,000	54,469	0.85	D	384	54,853	0.86	D	0.01	No	
Airport Road and El Camino Real	4/Expressway	64,000	59,970	0.94	E	384	60,354	0.94	E	0.01	No	
El Camino Real and Douglas Drive	4/Expressway	64,000	53,850	0.84	D	480	54,330	0.85	D	0.01	No	
Douglas Drive and Rancho del Oro	4/Expressway	64,000	54,548	0.85	D	480	55,028	0.86	D	0.01	No	
Rancho del Oro and Old Grove Road	4/Expressway	64,000	53,558	0.84	D	480	54,037	0.84	D	0.01	No	
Old Grove Road and Frazee Road	4/Expressway	64,000	47,848	0.75	C	0	47,848	0.75	C	0.00	No	
Frazee Road and Towne Center	4/Expressway	64,000	49,652	0.78	C	0	49,652	0.78	C	0.00	No	
Towne Center and College Boulevard	4/Expressway	64,000	47,848	0.75	C	0	47,848	0.75	C	0.00	No	
College Boulevard and Santa Fe Ave	4/Expressway	64,000	43,744	0.68	B	480	44,223	0.69	B	0.01	No	

<sup>1</sup> Increase in v/c exceeds .02 on a deficient roadway segment.

<sup>2</sup> Compared to significant impacts identified in the 2005 Traffic Study prepared for the original PCBP Project.

**Table IV.A-2  
Intersection Level of Service  
for Year 2010**

Intersection	Year 2010 without Project				Year 2010 with Project								New <sup>2</sup> Signif Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour				
	Delay in sec.	LOS	Delay in sec.	LOS	Delay in sec.	Increase in Delay	LOS	Signif <sup>1</sup> Impact?	Delay in sec.	Increase in Delay	LOS	Signif <sup>1</sup> Impact?	
<b>State Route 76 at:</b>													
Foussat Road	24.9	C	56.5	E	24.9	0.0	C	No	57.4	0.9	E	No	
Douglas Road	34.7	C	34.7	C	34.7	0.0	C	No	35.6	0.9	D	No	
Rancho del Oro Drive	28.7	C	36.3	D	29.4	0.7	C	No	38.0	1.7	D	No	
Old Grove Road	39.5	D	32.7	C	39.7	0.2	D	No	33.9	1.2	C	No	
College Boulevard	29.6	C	34.9	C	30.0	0.4	C	No	36.9	2.0	D	No	
North Santa Fe Road	29.2	C	35.2	D	29.4	0.2	C	No	36.6	1.4	D	No	
<b>College Boulevard at:</b>													
Towne Center	22.8	C	14.4	B	22.8	0.0	C	No	14.3	0.0	B	No	
Frazee Road	34.3	C	29.7	C	35.0	0.7	C	No	29.8	0.1	C	No	
Chroma Drive	9.9	A	7.2	A	10.0	0.1	A	No	7.3	0.1	A	No	
Mesa Drive	34.2	C	34.0	C	35.1	0.9	D	No	34.5	0.5	C	No	
Via Empresa	48.2	D	29.6	C	54.6	6.4	D	No	34.3	4.7	C	No	
Old Grove Road	22.6	C	19.2	B	25.9	3.3	C	No	23.3	4.1	C	No	
Avenida de la Plata	22.9	C	27.4	C	22.6	0.0	C	No	27.4	0.0	C	No	
Oceanside Boulevard	37.4	D	43.1	D	37.4	0.0	D	No	44.9	1.8	D	No	
Olive Drive	27.9	C	30.3	C	28.2	0.3	C	No	30.7	0.4	C	No	
Thunder Road	50.3	D	38.7	D	52.4	2.1	D	No	39.3	0.6	D	No	
Marvin Street	11.1	B	12.5	B	11.1	0.0	B	No	12.4	0.0	B	No	
Roselle Avenue	13.8	B	13.7	B	13.8	0.0	B	No	14.0	0.3	B	No	
Barnard Dr/Waring Rd	24.1	C	21.2	C	24.0	0.0	C	No	21.1	0.0	C	No	
Vista Way	36.2	D	40.4	D	36.2	0.0	D	No	40.9	0.5	D	No	
SR-78 EB Off-Ramp	16.3	B	19.5	B	16.5	0.2	B	No	19.5	0.0	B	No	
<b>El Camino Real at:</b>													
Mesa Drive	27.9	C	26.6	C	28.4	0.5	C	No	27.0	0.4	C	No	
Oceanside Boulevard	40.6	D	47.2	D	40.9	0.3	D	No	48.1	0.9	D	No	
<b>Rancho del Oro Drive at:</b>													
Mesa Drive	34.8	C	35.2	D	34.9	0.1	C	No	35.3	0.1	D	No	
Ocean Ranch Road	12.3	B	10.6	B	12.5	0.0	B	No	12.5	1.9	B	No	
Oceanside Boulevard	30.4	C	31.4	C	30.6	0.2	C	No	31.6	0.2	C	No	
Vista Way	31.6	C	34.5	C	31.7	0.1	C	No	34.7	0.2	C	No	
<b>Old Grove Road at:</b>													
Mission Avenue	34.6	C	35.0	C	34.3	0.0	C	No	34.7	0.0	C	No	
Mesa Drive	28.7	C	32.9	C	28.6	0.0	C	No	33.7	0.8	C	No	
Ocean Ranch Road	31.9	C	26.7	C	35.2	3.3	D	No	27.0	0.3	C	No	
Avenida del Oro	36.4	D	33.2	C	42.4	6.0	D	No	36.1	2.9	D	No	
Project Driveway	24.5	C	34.0	C	25.7	1.2	C	No	37.1	3.1	D	No	
<b>Oceanside Boulevard at:</b>													
Corporate Center Dr	14.3	B	14.6	B	14.3	0.0	B	No	15.5	0.9	B	No	
Avenida del Oro	30.6	C	38.7	D	31.9	1.3	C	No	39.1	0.4	D	No	
Gateway Center	18.1	B	11.9	B	18.3	0.2	B	No	11.8	0.0	B	No	
<b>Mesa Drive at:</b>													
Ivey Ranch Road	35.8	D	18.7	B	35.7	0.0	D	No	18.4	0.0	B	No	
Via Rancho Road	20.2	C	12.6	B	20.1	0.0	C	No	12.4	0.0	B	No	
<b>Avenida de la Plata at:</b>													
Corporate Center Dr	29.5	C	32.5	C	29.6	0.1	C	No	32.8	0.3	C	No	
Avenida del Oro	32.3	C	31.2	C	34.1	0.0	C	No	30.8	0.0	C	No	
<b>Ocean Ranch Road at:</b>													
Corporate Center Dr	14.2	B	17.1	C	15.1	0.9	C	No	18.1	1.0	C	No	

<sup>1</sup> Increase in peak hour delay exceeds 2 seconds at a deficient intersection.

<sup>2</sup> Compared to significant impacts identified in the 2005 Traffic Study prepared for the original PCBP Project.

### Year 2020 Traffic Conditions without the Project.

Traffic volumes for Year 2020 analyses are based on forecasts from the Combined North Cities Model, which represents a detailing of the SANDAG Series 10 regional traffic model (Appendix B).

Roadway Segments. Analyses found six street segments that did not operate at LOS C or better:

- College Boulevard between Avenida de la Plata and Oceanside Boulevard
- College Boulevard between Oceanside Boulevard and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Las Rosas
- SR 76 between Airport Road and El Camino Real

LOS for these segments are shaded in Table IV.A.3

Intersections. One intersection would operate at an unacceptable level, less than LOS D. The intersection of Mesa Drive and Ivey Ranch Road would operate at LOS E in the am peak hour (Table IV.A.4).

### Year 2020 Traffic Conditions with the Project.

Roadway Segments. The same six roadway segments identified to operate deficiently without the project would continue to operate deficiently with the project. Project traffic does not increase the v/c ratio more than 0.02 (Table IV.A.3, shaded values) and is therefore not considered a significant impact.

Intersections. The intersection of Mesa Drive and Ivey Ranch Road would continue to operate at LOS E in the am peak hour (Table IV.A.4). Project traffic does not result in an increased delay of two seconds or more, and thereby does not exceed the significance criteria.

**Table IV.A-3  
Roadway Level of Service  
for Year 2020**

Roadway Segment	No. of Lanes/ Classification	LOS E Capacity	Year 2020 w/o Project			PCBP Trips	Year 2020 With Project				Signif <sup>1</sup> Impact?	New <sup>2</sup> Impact?
			ADT	V/C	LOS		ADT	V/C	LOS	Increase		
<b>College Boulevard between:</b>												
SR-76 and Towne Center	5/Major	45,000	26,800	0.60	A	720	27,520	0.61	B	0.02	No	
Towne Center and Frazee Road	4/Major	40,000	29,200	0.73	C	720	29,920	0.75	C	0.02	No	
Frazee Road and Chroma Drive	4/Major	40,000	25,300	0.63	B	720	26,020	0.65	B	0.02	No	
Chroma Drive and Mesa Drive	4/Major	40,000	26,700	0.67	B	720	27,420	0.69	B	0.02	No	
Mesa Drive and Old Grove Road	4/Major	40,000	25,900	0.65	B	959	26,859	0.67	B	0.02	No	
Old Grove Rd and Avenida de la Plata	6/Major	50,000	36,000	0.72	C	1,199	37,199	0.74	C	0.02	No	
Avenida de la Plata and Oceanside Blvd	6/Major	50,000	43,700	0.87	D	1,199	44,899	0.90	D	0.02	No	
Oceanside Boulevard and Olive Drive	6/Major	50,000	53,000	1.06	F	720	53,720	1.07	F	0.01	No	
Olive Drive and Thunder Drive	6/Major	50,000	31,300	0.63	B	480	31,780	0.64	B	0.01	No	
Thunder Drive and Marvin Street	6/Major	50,000	31,100	0.62	B	384	31,484	0.63	B	0.01	No	
Marvin Street and Roselle Street	6/Major	50,000	27,100	0.54	A	384	27,484	0.55	A	0.01	No	
Roselle Street and Barnard/Waring St	6/Major	50,000	32,600	0.65	B	288	32,888	0.66	B	0.01	No	
Barnard/Waring Street and Vista Way	6/Primary	60,000	36,300	0.61	B	288	36,588	0.61	B	0.00	No	
Vista Way and SR-78	6/Primary	60,000	63,900	1.07	F	288	64,188	1.07	F	0.00	No	
<b>Oceanside Boulevard between:</b>												
El Camino Real and Rancho del Oro	6/Primary	60,000	46,900	0.78	C	959	47,859	0.80	C	0.02	No	
Rancho del Oro and Corporate Center	6/Primary	60,000	39,600	0.66	B	720	40,320	0.67	B	0.01	No	
Corporate Center and Avenida del Oro	6/Primary	60,000	33,700	0.56	A	480	34,180	0.57	A	0.01	No	
Avenida del Oro and College Blvd	6/Primary	60,000	45,300	0.76	C	0	45,300	0.76	C	0.00	No	
College Boulevard and Arroyo Ave	5/Major	45,000	39,900	0.89	D	480	40,380	0.90	D	0.01	No	
<b>Mesa Drive between:</b>												
El Camino Real and Rancho del Oro	4/Secondary	34,200	19,700	0.58	B	240	19,940	0.58	B	0.01	No	
Rancho del Oro and Ivey Ranch Road	4/Secondary	34,200	19,900	0.58	B	480	20,380	0.60	B	0.01	No	
Ivey Ranch Road and Via Rancho Rd	4/Secondary	34,200	22,700	0.66	B	480	23,180	0.68	C	0.01	No	
Via Rancho Road and Old Grove Road	4/Secondary	34,200	24,800	0.73	C	480	25,280	0.74	C	0.01	No	
Old Grove Road and Via Empresa	4/Secondary	34,200	24,600	0.72	C	0	24,600	0.72	C	0.00	No	
Via Empresa and College Boulevard	4/Secondary	34,200	23,700	0.69	C	0	23,700	0.69	C	0.00	No	
<b>Old Grove Road between:</b>												
SR-76 and Mission Avenue	4/Secondary	25,000	12,880	0.52	A	480	13,360	0.53	A	0.02	No	
Mission Avenue and Mesa Drive	4/Secondary	25,000	15,300	0.61	B	480	15,780	0.63	B	0.02	No	
Mesa Drive and Avenida del Oro	4/Secondary	25,000	16,700	0.67	B	1,919	18,619	0.74	C	0.08	No	
Avenida del Oro and College Blvd	4/Secondary	25,000	16,700	0.67	B	2,399	19,099	0.76	C	0.10	No	
<b>El Camino Real between:</b>												
Vista Oceana and Mesa Drive	4/Major	40,000	24,300	0.61	B	0	24,300	0.61	B	0.00	No	
Mesa Drive and Oceanside Boulevard	4/Major	40,000	31,300	0.78	C	0	31,300	0.78	C	0.00	No	
Oceanside Blvd and Fire Mountain Rd	6/Primary	60,000	45,000	0.75	C	240	45,240	0.75	C	0.00	No	
Fire Mountain Road and Via Las Rosas	6/Primary	60,000	51,000	0.85	D	240	51,240	0.85	D	0.00	No	
<b>Rancho del Oro between:</b>												
Mission Avenue and SR-76	4/Major	40,000	11,600	0.29	A	240	11,840	0.30	A	0.01	No	
SR-76 and Via Rancho Road	4/Major	40,000	21,900	0.55	A	240	22,140	0.55	A	0.01	No	
Via Rancho Road and Mesa Drive	4/Major	40,000	21,700	0.54	A	240	21,940	0.55	A	0.01	No	
Mesa Drive and Oceanside Boulevard	4/Major	40,000	24,000	0.60	A	720	24,720	0.62	B	0.02	No	
<b>SR-76 between:</b>												
I-5 and Loretta Street	6/Expressway	80,000	52,500	0.66	C	240	52,740	0.66	C	0.00	No	
Loretta Street and Canyon Drive	6/Expressway	80,000	52,400	0.66	C	288	52,688	0.66	C	0.00	No	
Canyon Drive and Benet Road	6/Expressway	80,000	57,900	0.72	C	336	58,236	0.73	C	0.00	No	
Benet Road and Airport Road	6/Expressway	80,000	57,800	0.72	C	384	58,184	0.73	C	0.00	No	
Airport Road and El Camino Real	6/Expressway	80,000	64,800	0.81	D	384	65,184	0.81	D	0.00	No	
El Camino Real and Douglas Drive	6/Expressway	80,000	54,900	0.69	C	480	55,380	0.69	C	0.01	No	
Douglas Drive and Rancho del Oro	6/Expressway	80,000	54,900	0.69	C	480	55,380	0.69	C	0.01	No	
Rancho del Oro and Old Grove Road	6/Expressway	80,000	53,200	0.67	C	480	53,680	0.67	C	0.01	No	
Old Grove Road and Frazee Road	6/Expressway	80,000	54,000	0.68	C	0	54,000	0.68	C	0.00	No	
Frazee Road and Towne Center	6/Expressway	80,000	53,700	0.67	C	0	53,700	0.67	C	0.00	No	
Towne Center and College Boulevard	6/Expressway	80,000	50,700	0.63	C	0	50,700	0.63	C	0.00	No	
College Boulevard and Santa Fe Ave	6/Expressway	80,000	58,900	0.74	C	480	59,380	0.74	C	0.01	No	

<sup>1</sup> Increase in v/c exceeds .02 on a deficient roadway segment

<sup>2</sup> Compared to significant impacts identified in the 2005 Traffic Study prepared for the original PCBP Project

**Table IV.A-4  
Intersection Level of Service  
for Year 2020**

Intersection	Year 2020 without Project				Year 2020 with Project								New <sup>2</sup> Signif Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour				
	Delay in sec.	LOS	Delay in sec.	LOS	Delay in sec.	Increase in Delay	LOS	Signif <sup>1</sup> Impact?	Delay in sec.	Increase in Delay	LOS	Signif <sup>1</sup> Impact?	
<b>State Route 76 at:</b>													
Foussat Road	14.6	B	18.6	B	14.6	0.0	B	No	18.8	0.2	B	No	
Douglas Road	20.5	C	23.9	C	20.4	0.0	C	No	23.9	0.0	C	No	
Rancho del Oro Drive	25.9	C	21.1	C	26.2	0.3	C	No	21.3	0.2	C	No	
Old Grove Road	28.3	C	23.3	C	28.4	0.1	C	No	23.5	0.2	C	No	
College Boulevard	17.6	B	9.4	A	18.4	0.8	B	No	10.3	0.9	B	No	
North Santa Fe Road	17.6	B	21.5	C	17.7	0.1	B	No	21.7	0.2	C	No	
<b>College Boulevard at:</b>													
Towne Center	26.0	C	15.9	B	25.9	0.0	C	No	15.4	0.0	B	No	
Frazee Road	25.8	C	25.0	C	25.4	0.0	C	No	24.6	0.0	C	No	
Chroma Drive	5.9	A	4.2	A	5.7	0.0	A	No	4.1	0.0	A	No	
Mesa Drive	32.1	C	34.0	C	32.6	0.5	C	No	34.0	0.0	C	No	
Via Empresa	17.5	B	17.9	B	16.8	0.0	B	No	17.1	0.0	B	No	
Old Grove Road	18.0	B	23.7	C	20.8	2.8	C	No	27.8	4.1	C	No	
Avenida de la Plata	18.1	B	17.1	B	17.5	0.0	B	No	16.7	0.0	B	No	
Oceanside Boulevard	35.9	D	34.0	C	35.8	0.0	D	No	34.8	0.8	C	No	
Olive Drive	17.7	B	23.9	C	17.9	0.2	B	No	23.9	0.0	C	No	
Thunder Road	26.1	C	27.1	C	26.4	0.3	C	No	27.1	0.0	C	No	
Marvin Street	2.7	A	3.5	A	2.7	0.0	A	No	3.4	0.0	A	No	
Roselle Avenue	12.1	B	12.7	B	12.1	0.0	B	No	12.9	0.2	B	No	
Barnard Dr/Waring Rd	20.9	C	15.2	B	20.8	0.0	C	No	15.0	0.0	B	No	
Vista Way	25.1	C	27.9	C	25.0	0.0	C	No	27.9	0.0	C	No	
SR-78 EB Off-Ramp	14.7	B	19.7	B	14.8	0.0	B	No	19.7	0.0	B	No	
<b>El Camino Real at:</b>													
Mesa Drive	36.7	D	34.8	C	37.2	0.5	D	No	35.4	0.6	D	No	
Oceanside Boulevard	39.8	D	51.3	D	39.9	0.1	D	No	52.9	1.6	D	No	
<b>Rancho del Oro Drive at:</b>													
Mesa Drive	37.0	D	36.4	D	37.2	0.2	D	No	36.7	0.3	D	No	
Ocean Ranch Road	18.0	B	23.0	C	18.3	0.3	B	No	23.0	0.0	C	No	
Oceanside Boulevard	34.0	C	50.8	D	34.3	0.3	C	No	52.0	1.2	D	No	
Vista Way	29.1	C	38.4	D	29.1	0.0	C	No	38.7	0.3	D	No	
<b>Old Grove Road at:</b>													
Mission Avenue	37.4	D	36.2	D	37.5	0.1	D	No	36.4	0.2	D	No	
Mesa Drive	46.2	D	40.3	D	46.9	0.7	D	No	42.2	1.9	D	No	
Ocean Ranch Road	27.5	C	20.5	C	26.9	0.0	C	No	21.9	1.4	C	No	
Avenida del Oro	15.4	B	15.8	B	17.8	2.4	B	No	21.6	5.8	C	No	
Project Driveway	2.3	A	13.6	B	7.6	5.3	A	No	17.8	4.2	B	No	
<b>Oceanside Boulevard at:</b>													
Corporate Center Dr	10.9	B	8.5	A	10.9	0.0	B	No	9.2	0.7	A	No	
Avenida del Oro	14.5	B	34.7	C	15.8	1.3	B	No	35.0	0.3	C	No	
Gateway Center	3.2	A	8.1	A	3.2	0.0	A	No	8.1	0.0	A	No	
<b>Mesa Drive at:</b>													
Ivey Ranch Road	56.8	E	15.7	B	56.7	0.0	E	No	15.5	0.0	B	No	
Via Rancho Road	20.0	B	14.5	B	19.9	0.0	B	No	14.3	0.0	B	No	
<b>Avenida de la Plata at:</b>													
Corporate Center Dr	21.5	C	19.9	B	21.6	0.1	C	No	20.2	0.3	C	No	
Avenida del Oro	26.4	C	34.4	C	27.6	1.2	C	No	34.1	0.0	C	No	
<b>Ocean Ranch Road at:</b>													
Corporate Center Dr	12.6	B	14.1	B	13.5	0.9	B	No	15.1	1.0	C	No	

<sup>1</sup> Increase in peak hour delay exceeds 2 seconds at a deficient intersection.

<sup>2</sup> Compared to significant impacts identified in the 2005 Traffic Study prepared for the original PCBP Project.

### Peak Hour Roadway Segment Level of Service Analysis.

For Year 2010 analyses, two corridors are projected to operate at LOS D or worse:

- College Boulevard between Mesa Drive and SR-78
- SR-76 between I-5 and Old Grove Road

Per City of Oceanside requirements, peak hour analysis of these segments was done (Table IV.A.5). As shown in Table IV.A.5, the College Boulevard corridor does operate at at least LOS D in both directions at both peak hours. The SR-76 corridor operates at less than LOS D (LOS E) in the eastbound peak hour, both with and without the proposed project. The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion.

For Year 2020 analyses, five corridors are projected to operate at LOS D or worse:

- College Boulevard between Avenida de la Plata and Olive Drive
- College Boulevard between Vista Way and SR-78
- Oceanside Boulevard between College Boulevard and Arroyo Avenue
- El Camino Real between Fire Mountain Road and Via las Rosas
- SR-76 between Airport Road and El Camino Real

Per City of Oceanside requirements, peak hour analysis of these segments was done (Table IV.A.6). As shown in Table IV.A.6, the roadway segments of these corridors do operate at at least LOS D in both directions at both peak hours, with two exceptions:

- College Boulevard between Vista Way and SR-78, which operates at LOS E in the northbound direction during the am peak hour, and at LOS F northbound and LOS E southbound in the pm peak hour.
- Oceanside Boulevard between College Boulevard and Arroyo Avenue, which operates at LOS F eastbound in both the am and pm peak hours.

The decrease in speed attributed to the proposed project does not exceed the one mile-per-hour significance criterion for either of these segments (Table IV.A.6)

**Table IV.A-5  
Peak Hour Roadway Level of Service  
for Year 2010**

Roadway Segment	Dir	2010 without PCBP				2010 with PCBP				Decrease in Speed		Significant? <sup>1</sup>	
		Speed in MPH		LOS		Speed in MPH		LOS		AM	PM	AM	PM
		AM	PM	AM	PM	AM	PM	AM	PM				
<b>College Boulevard between:</b>													
Mesa Drive and SR-78	NB	20.5	21.2	D	D	20.1	21.1	D	D	0.40	0.10	N	N
	SB	21.4	20.3	D	D	21.3	19.8	D	D	0.10	0.50	N	N
<b>SR-76 between:</b>													
I-5 and Old Grove Road	EB	31.3	18.3	C	E	31.3	18.0	C	E	0.00	0.30	N	N
	WB	30.5	33.9	C	C	30.4	33.7	C	C	0.10	0.20	N	N

<sup>1</sup> Impact is significant if decrease in speed exceeds 1 mile per hour (mph) on a deficient roadway segment during the peak hour.

**Table IV.A-6  
Peak Hour Roadway Level of Service  
for Year 2020**

Roadway Segment	Dir	2020 without PCBP				2020 with PCBP				Decrease in Speed		Significant? <sup>1</sup>	
		Speed in MPH		LOS		Speed in MPH		LOS		AM	PM	AM	PM
		AM	PM	AM	PM	AM	PM	AM	PM				
<b>College Boulevard between:</b>													
Avenida de la Plata and Olive	NB	22.5	19.2	C	D	22.5	19.3	C	D	0.00	-0.10	N	N
	SB	28.7	25.4	B	C	28.7	25.1	B	C	0.00	0.30	N	N
Vista Way and SR-78	NB	13.9	9.8	E	F	13.8	9.8	E	F	0.10	0.00	N	N
	SB	19.4	14.5	D	E	19.4	14.5	D	E	0.00	0.00	N	N
<b>Oceanside Boulevard between:</b>													
College Boulevard and Arroyo	EB	7.3	8.3	F	F	7.2	8.3	F	F	0.10	0.00	N	N
	WB	32.9	25.9	C	D	32.9	26.0	C	D	0.00	-0.10	N	N
<b>El Camino Real between:</b>													
Fire Mountain Rd and Via La	NB	21.0	18.2	D	D	21.0	18.2	D	D	0.00	0.00	N	N
	SB	24.8	21.4	C	D	24.7	21.4	C	D	0.10	0.00	N	N
<b>SR-76 between:</b>													
Airport Road and El Camino	EB	44.4	39.5	A	B	44.4	39.4	A	B	0.00	0.10	N	N
	WB	29.7	40.3	C	B	29.7	40.3	C	B	0.00	0.00	N	N

<sup>1</sup> Impact is significant if decrease in speed exceeds 1 mile per hour (mph) on a deficient roadway segment during the peak hour.

Source: Kimley-Horn and Associates, 2009

### Freeway Analysis.

Freeway levels of service were analyzed for I-5 and SR-78 in compliance with Congestion Management Plan requirements. These analyses are presented in detail in Appendix B.

For Year 2010, the segments of I-5 and SR-78 in the project area would operate at LOS E during both peak hours, without or with the proposed project. The project would increase traffic, but would not increase the v/c ratio on any segment by more than 0.01.

For Year 2020, the segment of SR-78 in the project area would operate at LOS E during both peak hours, without or with the proposed project. The project would increase traffic, but would not increase the v/c ratio by more than 0.01. The segment of I-5 south of SR-78 would operate at LOS F during the pm peak hour, without or with the proposed project. The project would increase traffic, but would not increase the v/c ratio by more than 0.01.

## **IMPACT SIGNIFICANCE CRITERIA**

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

- Impacts at ***signalized and unsignalized intersections*** would be determined significant if the addition of "development" traffic caused a decrease in the peak hour LOS to worse than LOS D (LOS E or LOS F). The impact is not considered significant if the increase in average delay is less than 2.0 seconds. Per SANDAG CMP criteria, LOS D is only acceptable if the project adds less than 2.0 seconds of average delay.
- Impacts on the daily ***street segments*** would initially be considered significant if the addition of the "development" traffic caused a decrease in the daily LOS to worse than LOS C (LOS D, E, or F) or if the existing daily LOS is worse than LOS C. The impact is not considered significant if the increase in the volume/capacity ratio caused by the project is less than 0.02.

Further analysis – peak hour analysis – is done on segments with level of service less than C. Daily impacts are not considered significant if a peak hour arterial Level of Service of D or better can be demonstrated. Peak hour roadway segment LOS is measured in terms of speed. A decrease in speed of more than one mile per hour indicates a significant impact.

## SIGNIFICANCE OF IMPACT

Roadway Segments. The addition of the proposed project's traffic resulted in an increase of volume/capacity (v/c) ratio of greater than 0.02 on a stretch of College Boulevard (composed of two contiguous segments) that did not operate at LOS C or better:

- College Boulevard between Old Grove Road and Avenida de la Plata
- College Boulevard between Avenida de la Plata and Oceanside Boulevard

An increase of v/c ratio greater than 0.02 on a roadway segment not operating at LOS C or better is considered a significant impact.

Other traffic increases of the proposed project are not in excess of the significance criteria, and thereby no direct significant impacts to roadway segments or to intersections are expected. These increases in traffic, while not significant alone, do contribute to significant cumulative impacts to roadway segments and intersections in the project area.

## MITIGATION

The City of Oceanside's Circulation Element does require that "...creative measures must be provided to increase capacity if the roadway segment level of service falls below LOS C. These creative measures are to be provided as mitigation regardless of the peak period showing acceptable levels of service or not." The City of Oceanside has identified creative mitigation measures that can be provided to increase capacity for the deficient segments, and this project will be responsible for paying a fair share toward these mitigation measures. Although there are other roadway segments forecasted to operate below LOS C, the contribution of traffic from this project would not change the v/c ratio, and therefore no creative measures are necessary on those segments.

The proposed project will be conditioned to contribute on a fair-share basis to the following improvements:

- Widening / capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive.
- Widening of the westbound approach of Oceanside Boulevard to the intersection of Oceanside Boulevard and College Boulevard.

Fair share calculation is based on the project's proportion of the growth in traffic between Existing Conditions and Future Conditions, according to the following formula:

$$\text{Project Fair Share} = \frac{\text{Project Traffic}}{\text{Future Growth}}$$

Future Growth is defined as Future Traffic minus Existing Traffic.

Calculations of fair share amounts are included in Appendix B (Table 12 of Appendix B). In summary, the analyses found this project would contribute approximately 9.66 percent of the traffic growth on College Boulevard between Oceanside Boulevard and Olive Drive, and its fair share of the improvement costs would be approximately \$215,000.00. This project would contribute approximately 3.37 percent of the traffic growth on Oceanside Boulevard and Arroyo Avenue, with a fair share of the improvement costs approximately \$3137.00.

## **IMPACTS NOT MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE**

College Boulevard is impacted under all scenarios with or without this project. Mitigation is proposed above as creative measures to reduce these impacts, but the impacts cannot be reduced to below a level of significance. The General Plan noted the situation in 1995:

“While strong attempts should be made to construct the full 6-lane facilities [on College Boulevard], existing development on most segments makes such upgrading unlikely. Accordingly, the 4- and 6-lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment.” (City of Oceanside, Circulation Element, General Plan, 1995).

## **MITIGATION IMPLEMENTATION AND MONITORING**

Traffic mitigation measures shall be reviewed and approved by the Engineering Department and the Planning Department, and shall be made conditions of approval of the Revised Master Development Plan.

The fair share amounts will be paid in full prior to approval of the first Development Plan under the proposed Master Development Plan revision. As part of the Master Development Plan revision, there is a tracking system documented for allocation of building uses and trips. Monitoring to assure payment of the fair share mitigation amounts would occur by City staff as part of the site development plan review and approval.

## **V EFFECTS FOUND NOT TO BE SIGNIFICANT**

The foregoing analysis includes all issues determined to be potentially significant for the proposed project by the City of Oceanside. These issues include:

- Traffic

Issues found not to be significant for the proposed Pacific Coast Business Park Master Development Plan Revision based on findings of the approved Final EIR prepared for Pacific Coast Business Park (2005) include the following:

- Biological Resources
- Paleontological Resources
- Hydrology and Water Quality

These issues were fully analyzed in the 2005 FEIR. The document found that no significant impacts would occur under the development proposed at that time. As the Pacific Coast Business Park Master Development Plan Revision would not expand the boundaries of the previously approved project area, no further impacts to these resources would occur. The Plan Revision is solely for the reallocation of land use. The approved 2005 FEIR prepared for Pacific Coast Business Park can be found at the City of Oceanside Planning Division during regular business hours.

Other issues found not to be significant for the project are based on findings of the Initial Study prepared for the project. These include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Cultural Resources
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Geology/Soils
- Hazardous Materials

The Initial Study and subsequent findings can be found in Appendix A.

This page intentionally left blank

## **VI ALTERNATIVES TO THE PROPOSED DEVELOPMENT**

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

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

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

Significant, unmitigable impacts to traffic have been identified in this EIR. Per the above guidance, alternatives were formulated focused on the traffic issue.

### **A. No Project Alternative**

The No Project Alternative would not allow the proposed increase in office use, leaving the designation of land use mix in its present condition and no new impacts would occur to traffic. While the No Project Alternative would allow buildout under the original project assumptions, it is not necessarily environmentally superior.

On a comparative basis, the No Project Alternative would:

- Limit the opportunity to provide additional high quality office uses within this existing business park.
- Re-direct office use to be developed elsewhere, with impacts to that area.
- Not eliminate all significant traffic impacts to College Boulevard – significant impacts are predicted even without the project.
- Conflict with the goals of the City’s Economic Sustainability Plan, as discussed in Section III-A.

## **B. 33 Percent Reduced Office Use Alternative**

One direct significant impact has been identified – College Boulevard presently operates at less than an acceptable level of service, and project traffic would reduce the volume/capacity ratio by more than 0.02 (the significance criterion) on two contiguous segments of College Boulevard. The project proposes increasing the square footage of office use at Pacific Coast Business Park by 118,000 square feet. This Alternative would propose an increase of approximately 78,000 square feet of office use (with a matching decrease of approximately 78,000 square feet of industrial use), an approximately 33 percent reduction in office use from the proposed project. This alternative would not increase the volume/capacity ratio by more than 0.02, and would thereby not cause a direct significant impact on the two segments of College Boulevard.

As discussed above with the No Project Alternative, a reduced-use alternative does not best utilize the Pacific Coast Business Park, and does not best fulfill the goals of the City of Oceanside in terms of economic development.

Cumulative traffic impacts on College Boulevard are significant with or without the proposed project. No reduction in use would result in reducing these cumulative impacts to below a level of significance. Additionally, a reduced-use alternative cannot fully support the mitigation measures discussed that will mitigate some impacts and lessen others. A reduced density alternative would contribute less to any fair-share mitigation.

This alternative would not fulfill the objective of maximizing the use of the Pacific Coast Business Park.

## **C. Combination Reduced Use Alternative**

Under this Alternative, Pacific Coast Business Park could develop with any combination of office use and industrial use as long as the traffic projected to be generated did not cause significant direct impacts on either of the two segments of College Boulevard identified as having such impacts under the proposed project. Under the analyses of the Traffic Report (Appendix B) only these segments were found to have significant impacts in 2010. As such, these are the first traffic functions to be impacted significantly by traffic increases due to the Pacific Coast Business Park.

As discussed above under the other Alternatives, this Alternative would not fulfill the project objective of maximizing the use of the Pacific Coast Business Park. Additionally, it does not reduce cumulative impacts to traffic to below a level of significance, and it would provide less traffic mitigation.

## VII CUMULATIVE IMPACTS

The CEQA Guidelines define cumulative impacts as two or more individual effects, which, when considered together are considerable, or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant development taking place over a period of time (CEQA Guidelines, Section 15355). The cumulative impact of the development is the change in the environment which results from the incremental impact of the development when added to other closely related past, present, and reasonably foreseeable future developments.

The Pacific Coast Business Park Master Development Plan Revision will contribute to traffic congestion. The Traffic Study (Appendix B) is an extensive study, covering 49 roadway segments and 40 intersections. The "...past, present, and reasonably foreseeable future developments..." were included in its analyses, and are detailed here in Table VII-1.

Mitigation proposed for the traffic congestion is discussed in Section IV.A. The mitigation includes measures that Pacific Coast Business Park will contribute to on a fair-share basis. Section IV.A also discusses cumulative effects on traffic, including all reasonably foreseeable projects affecting the circulation system, Year 2010 and Year 2020 Traffic Conditions, assuming buildout of the area.

While impacts to traffic on College Boulevard can be reduced, the impacts cannot be mitigated to below a level of significance on some segments. This is an already-established cumulative impact. It exists under all analysis scenarios (Existing Conditions, Year 2010, Year 2020 Conditions), and it exists with or without the Pacific Coast Business Park Project.

Since the approval of Pacific Coast Business Park in 2005, new regulations have been established addressing global climate change and greenhouse gases. For this reason, a Global Climate Change Evaluation (SRA, 2009) has been prepared for this Supplemental EIR, and is included as Appendix C. As global climate change was not evaluated in the 2005 Pacific Coast Business Park FEIR, the study evaluates the entire business park, not just the project that is currently proposed by this SEIR. The study was conducted to analyze potential global climate change impacts associated with the development, and addresses the potential for greenhouse gas emissions during construction and after full buildout. The following discussion is based on that study.

Global Climate Change is a term used to refer to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. The Earth relies on naturally occurring atmospheric gases, such as water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) to control global temperatures. These gases trap heat in the earth's atmosphere, much like the function of greenhouses, and are therefore known as "greenhouse gases" (GHG). GHGs are emitted by human activities as well as natural processes. The accumulation of these gases regulates the Earth's temperature. The contribution of emissions from human activities, namely electricity production and vehicle uses, has raised the concentration of these gases in the atmosphere.

CO<sub>2</sub>, followed by CH<sub>4</sub> and N<sub>2</sub>O, are the most common GHGs that result from human activity. Human-generated sources of CO<sub>2</sub> include combustion of fossil fuels such as coal, oil, natural gas,

gasoline and wood. CH<sub>4</sub> is the primary component of natural gas, and also originates from the anaerobic decay of organic matter. Human-induced sources of natural gas include landfills, fermentation of manure and cattle farming. Human-caused sources of N<sub>2</sub>O include combustion of fossil fuels and industrial processes such as nylon production and production of nitric acid.

In an effort to reduce the amount of GHGs produced each year, the State of California has adopted various regulations and standards that address the sources of the emissions. These include the following, which are described in greater detail in Appendix C.

**Assembly Bill 32, the California Global Warming Solutions Act of 2006.**

Signed into law in September of 2006, AB 32 charges the California Air Resources Board (ARB) to adopt regulations to implement early action GHG emission reduction measures by January 1, 2010, and to design, by January 1, 2011, quantifiable, verifiable and enforceable emission reduction measures that will achieve the statewide GHG emissions limit by year 2020. The goal of the bill is to reduce GHGs to 1990 levels by 2020. According to the ARB's Scoping Plan, achieving that goal would amount to a 30% reduction in emissions below business as usual levels, accounting for growth in the State of California.

**Senate Bill 97.**

Enacted in 2007, SB 97 directs the State Office of Planning and Research to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions" by July 1, 2009 and directs the Resources Agency to certify and adopt the CEQA guidelines by January 1, 2010.

**Executive Order S-3-05.**

Signed by Governor Schwarzenegger in 2005, EO S-3-05 calls for a reduction in GHG emissions to 1990 levels by 2020, and for an 80 percent reduction in GHG emissions by 2050.

**California Code of Regulations Title 24.**

CCR Title 24 Part 6 was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically (most recently in October of 2005) to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity, natural gas, and other fuels which produce GHG emissions.

**Assembly Bill 1493.**

Enacted in 2002, AB 1493 requires ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Regulations adopted by ARB will apply to 2009 and later model year vehicles.

**Executive Order S-01-07.**

Enacted by the Governor in 2007, the order calls for a statewide goal to be established to reduce the level of carbon produced by California's transportation fuels by at least 10 percent by the year 2020 and that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California.

Since GCC is a global phenomenon, no direct impact would be identified for an individual land development project. In the absence of defined/established guidelines to determine significance

thresholds for GHG impacts, the following criterion is used for such (Appendix C):

- The project will conflict with the goals and strategies of AB 32 to reduce GHGs to 1990 levels by 2020.

According to ARB's Scoping Plan, AB 32's goal of reducing GHGs to 1990 levels by 2020 would require a 30% reduction in emissions below "business as usual" levels, accounting for growth in California. "Business as usual" refers to the emissions that would accumulate in the absence of mandated restrictions set forth by AB 32, and is considered to be the equivalent of being as energy efficient as Title 24 requirements of 2006. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e). Total GHGs in San Diego County are estimated at 34 millions of metric tons (MMTCO<sub>2</sub>e) per year.

GHG emissions associated with the entire Pacific Coast Business Park were estimated separately for four categories of emissions:

- Construction
- Energy use (including electricity and natural gas usage)
- Water consumption
- Transportation

The analysis incorporates a baseline estimate, assuming Title 24-compliant buildings, which is considered business as usual for the project. These emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol (CCAP 2008).

## **CONSTRUCTION**

Construction-generated GHG emissions include emissions from heavy construction equipment, truck traffic, and worker trips. These emissions were calculated using the URBEMIS Model, Version 9.2.4, for completed and proposed construction. Emissions were calculated for the revised development of 205,000 square feet of industrial uses; 80,000 square feet of medical office and 60,000 square feet of commercial office uses; and the remainder of the project, assuming it would be constructed in four phases. Overall GHG production associated with construction are summarized in Table VII-2.

## **OPERATIONAL**

**Energy Use.** Natural gas and business as usual electricity use was estimated based on construction of the Pacific Coast Business Park Revised Master Development Plan Revision to meet the requirements of Title 24 as of 2006. Emissions were calculated based on emission factors in the California Climate Action Registry General Reporting Protocol, Version 3.0 (CCAP, 2008).

**Water.** The provision of potable water to commercial users consumes large amounts of energy. It was estimated that delivered water for the project will have an embodied energy of 3519 kilowatt hours (kWh) per acre foot.

**Transportation.** On-road vehicle emissions account for 46% of existing GHG emissions in San Diego County. Emissions from vehicles were calculated using the EMFAC2007 model. This model does not take into account any of the GHG reduction measures proposed by the state or federal government.

All operational emissions are calculated under “business as usual” conditions for the entire business park, and are presented in Table VII-3.

Project design features and potential GHG reduction measures proposed by the applicant are outlined in Table VII-4. These measures range from water use efficiency to building energy efficiency and landscaping. Measures listed in the California Air Pollution Control Officers Association document (CAPCOA) enclosed in Appendix B of the Global Climate Change Evaluation are included and cited where applicable, as is the estimated range of GHG reductions that may be achieved from the measure. Table VII-5 includes additional measures that may be considered by individual developments within the business park as parcels are developed.

The measures listed in Table VII-4 and the potentially applicable measures listed in Table VII-5 would reduce GHG emissions to the extent feasible. The minimum reduction associated with the project design features in Table VII-4 would be 12%. It is not possible to measure the exact reductions that would result from implementation of the measures listed in Tables VII-4 and VII-5; as indicated in the tables, not all of the measures are quantifiable. Further, the applicant does not have specific operational control over how the parcels will be developed or built; thus some measures may be implemented by certain users and not by others.

Multiple regulatory state and federal initiatives, as discussed above, have been passed to reduce emissions from on-road vehicles. Implementation of these initiatives is intended to steadily decrease the production of GHG emissions over time. It was assumed that an 18% reduction in GHG emissions would occur with the realization of measures included in AB 1493 and a 10% reduction in GHG emissions would occur with implementation of the Low Carbon Fuel Standard included in Executive Order S-01-07 (Appendix C). When adding these assumed federal- and state-induced GHG reductions to the those accounted for by project design features, a total GHG emission reduction of 40% below “business as usual” could be accomplished. The project would therefore be consistent with the requirements of AB 32 by reducing GHG emissions to at least 30 percent below “business as usual” levels (SRA, 2009, Appendix C).

Table VII-1 Cumulative Developments

DEVELOPMENT NAME	LOCATION	DESCRIPTION	STATUS	JURISDICTION
El Corazon Master Plan	Rancho Del Oro near Oceanside Boulevard	Senior Center	Under Construction	Oceanside
Ventana Residential	NW corner of Crouch St. and Canyon Dr.	Residential	Approved	Oceanside
Oceanpointe Multi-Family	S.R. 76 and EL Camino Real	Residential	Planning	Oceanside
Ocean Terrace Medical Office	Rancho Del Oro and Vista Way	Medical Office	Under Construction	Oceanside
Vista Pacific Condominiums	Rancho Del Oro Drive north of Vista Way	Residential	Approved	Oceanside
Ambulatory Care Facility	Tri-City Hospital	Medical Office	Approved	Oceanside
Seagate Corporate Center	Rancho Del Oro at Ocean Ranch Drive	Industrial Buildings	Planning	Oceanside
Douglas Mission Retail	NW corner of S.R. 76 and Douglas Drive	Commercial	Under Construction	Oceanside
Mesa Ridge Condominiums	Mesa Drive and Foussat Road	Residential	Approved	Oceanside
Vista Way Medical Office	SE corner of Vista Way and Rancho Del Oro	Commercial	Approved	Oceanside
Vista del Oro Medical Office	Vista Way and Rancho Del Oro Drive	Medical Office	Planning	Oceanside
APN: 165-013-07 Retail	El Camino Real (Target Center)	Commercial	Approved	Oceanside
Terraza Residential	Old Grove Road at College	Residential	Planning	Oceanside

Table VII-1 Cumulative Developments Continued

DEVELOPMENT NAME	LOCATION	DESCRIPTION	STATUS	JURISDICTION
Oceanside Marketplace	Oceanside Boulevard at Arroyo Avenue	Office/Restaurant	Approved	Oceanside
Hi Hope Ranch	Melrose Drive north of S.R. 76	Residential	Approved	Oceanside
Pacific Coast Business Park	College Boulevard and Old Grove Road	Industrial/Office	Under Construction	Oceanside
North River Village (NCTD Mixed Use)	Douglas Drive and North River Road	Residential/Commercial/Transit	Under Construction	Oceanside
VUSD Magnet School	North Santa Fe Avenue and S.R. 76	Institutional	Under Construction	Oceanside
Alta Loma Office/Warehouse	Canyon and Crouch Streets	Office	Under Construction	Oceanside
Oceanside Pavilion	Mission Avenue and Foussat Road	Commercial	Approved	Oceanside
Prescott Industrial Park	Southeast of Oceanside Boulevard and South of Peacock Boulevard	Industrial	Approved	Oceanside
Monarch (Piazza) Del Oro	Near Rancho del Oro at Vista Way	Residential/Commercial	Under Construction	Oceanside
Morro Hills	College Boulevard near North River Road	Homes/Golf Course	Under Construction	Oceanside
Ocean Ranch	Ocean Ranch Drive at Corporate Center	Industrial Buildings	Under Construction	Oceanside
Wilmington Ranch	College Boulevard near North River Road	Homes	Under Construction	Oceanside

**Table VII-2  
Construction GHG Emissions  
Metric tons/year**

Construction Phase	CO <sub>2</sub> Emissions, metric tons
Approved Development	
205,000 Industrial square feet	560
80,000 Medical Office and 60,000 Commercial Office	293
Remaining Development	
Construction Phase 1	1,761
Construction Phase 2	2,475
Construction Phase 3	2,484
Construction Phase 4	1,670

Source: SRA, 2009

**Table VII-3  
ESTIMATED OPERATIONAL GHG EMISSIONS**

Emission Source	Annual Emissions (Metric tons/year)		
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
<b>Operational Emissions</b>			
Electricity Use Emissions	7,003	0.053	0.029
Natural Gas Use Emissions	99	0.01	0.0002
Vehicle Emissions	77,136	6.25	13.65
<b>Total</b>	<b>84,238</b>	<b>6.31</b>	<b>13.68</b>
Global Warming Potential Factor	<b>1</b>	<b>21</b>	<b>310</b>
CO <sub>2</sub> Equivalent Emissions	84,238	133	4,240
<b>TOTAL CO<sub>2</sub> Equivalent Emissions</b>	<b>88,611</b>		

Source: SRA, 2009

**Table VII-4  
Proposed Project Design Features to Reduce GHG Emissions**

<b>GHG Reduction Measure</b>	<b>CAPCOA Appendix B Citation</b>	<b>Minimum % Reduction</b>	<b>Maximum % Reduction</b>
Nonresidential projects provide plentiful short- and long- term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces).	<b>T-1</b>	<b>1%</b>	<b>5%</b>
Entire project is located within one-half mile of an existing/planned Class I or Class II bike lane and project design includes a comparable network that connects the project to the existing offsite facility. Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one-half mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have Class II bicycle lanes on both sides.	<b>T-4</b>	<b>1%</b>	<b>5%</b>
The project provides a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site. Project design includes a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Route has minimal conflict with parking and automobile circulation facilities. Streets within the project have sidewalks on both sides. All sidewalks are a minimum of five feet wide and feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances provide pedestrian access.	<b>T-5</b>	<b>1%</b>	<b>10%</b>
Site design and building placement minimizes barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated.	<b>T-6</b>	<b>1%</b>	<b>10%</b>
Bus or streetcar services provides headways of one hour or less for stops within one-quarter mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	<b>T-7</b>	<b>1%</b>	<b>2%</b>

Source: SRA, 2009

**Table VII-4 Continued  
Proposed Project Design Features to Reduce GHG Emissions**

<b>GHG Reduction Measure</b>	<b>CAPCOA Appendix B Citation</b>	<b>Minimum % Reduction</b>	<b>Maximum % Reduction</b>
Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features. All sidewalks internal and adjacent to project site are minimum of five feet wide. All sidewalks feature vertical curbs. Roadways that converge internally within the project are routed in such a way as to avoid "skewed intersections;" which are intersections that meet at acute, rather than right, angles. Intersections internal and adjacent to the project feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Streets internal and adjacent to the project feature pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).	<b>T-8</b>	<b>1%</b>	<b>10%</b>
Project provides high density office or mixed-use proximate to transit. Project must provide safe and convenient pedestrian and bicycle access to all transit stops within one-quarter mile.	<b>D-1</b>	<b>0.05%</b>	<b>2%</b>
Have at least three of the following on site and/or offsite within one-quarter mile: Residential Development, Retail Development, Park, Open Space, or Office.	<b>D-10</b>	<b>3%</b>	<b>3%</b>
Project site is on vacant infill site, redevelopment area, or brownfield or grey field lot that is highly accessible to regional destinations, where the destinations rating of the development site (measured as the weighted average travel time to all other regional destinations) is improved by 100% when compared to an alternate Greenfield site.	<b>D-12</b>	<b>3%</b>	<b>30%</b>
Use locally made building materials for construction of the project and associated infrastructure.	<b>C-3</b>	<b>Unknown</b>	<b>Unknown</b>
<b>Other GHG Reduction Measure</b>			
Install water-saving irrigation systems	<b>NA</b>	<b>Unknown</b>	<b>Unknown</b>
Install drought resistant plants in lieu of turf where feasible and appropriate	<b>NA</b>	<b>Unknown</b>	<b>Unknown</b>

Source: SRA, 2009

**Table VII-5  
Potentially Applicable Additional Measures to Reduce GHG Emissions**

<b>GHG Reduction Measure</b>	<b>CAPCOA Appendix B Citation</b>	<b>Minimum % Reduction</b>	<b>Maximum % Reduction</b>
Nonresidential projects provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces).	<b>T-2</b>	<b>1%</b>	<b>5%</b>
Provide minimum amount of parking required. Once land uses are determined, the trip reduction factor associated with this measure can be determined by utilizing the ITE parking generation publication. The reduction in trips can be computed as shown below by the ratio of the difference of minimum parking required by code and ITE peak parking demand to ITE peak parking demand for the land uses multiplied by 50%. Percent Trip Reduction = 50 * [(min parking required by code - ITE peak parking demand)/(ITE peak parking demand)]	<b>T-10</b>	<b>1%</b>	<b>30%</b>
Provide parking reduction less than code. This measure can be readily implemented through a shared parking strategy, wherein parking is utilized jointly among different land uses, buildings, and facilities in an area that experience peak parking needs at different times of day and day of the week.	<b>T-11</b>	<b>1%</b>	<b>30%</b>
Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	<b>T-12</b>	<b>1%</b>	<b>4%</b>
Parking facilities are not adjacent to street frontage.	<b>T-13</b>	<b>1%</b>	<b>4%</b>
Provide parking lot areas with 50% tree cover within 10 years of construction, in particular low emitting, low maintenance, native drought resistant trees. Reduces urban heat island effect and requirement for air conditioning, effective when combined with other measures (e.g., electrical maintenance equipment and reflective paving material).	<b>T-14</b>	<b>Unknown</b>	<b>Unknown</b>
Provide preferential parking space locations for EVs/CNG vehicles.	<b>T-17</b>	<b>Unknown</b>	<b>Unknown</b>
Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other nonrevocable funding mechanism. TDMs have been shown to reduce employee vehicle trips up to 28% with the largest reductions achieved through parking pricing and transit passes. The impact depends on the travel alternatives.	<b>T-19</b>	<b>1%</b>	<b>28%</b>
Use of and/or provide ULEV that are 50% cleaner than average new model cars (e.g., natural gas, ethanol, electric).	<b>T-20</b>	<b>Unknown</b>	<b>Unknown</b>
Use of and/or provide vehicles that utilize gasoline/ethanol blends (e.g., E85).	<b>T-21</b>	<b>Unknown</b>	<b>Unknown</b>

Source: SRA, 2009

**Table VII-5 Continued**  
**Potentially Applicable Additional Measures to Reduce GHG Emissions**

<b>GHG Reduction Measure</b>	<b>CAPCOA Appendix B Citation</b>	<b>Minimum % Reduction</b>	<b>Maximum % Reduction</b>
LEED Certification: LEED promotes a wholebuilding approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.	<b>D-15</b>	<b>Unknown</b>	<b>Unknown</b>
Retro-commissioning The process ensures that all building systems perform interactively according to the contract documents, the design intent and the owner's operational needs to optimize energy performance.	<b>D-16</b>	<b>8% (energy use)</b>	<b>10% (energy use)</b>
Project shall use high-efficiency pumps.	<b>E-1</b>	<b>Unknown</b>	<b>Unknown</b>
Project installs Energy Star labeled roof materials.	<b>E-4</b>	<b>0.5%</b>	<b>1%</b>
Project provides onsite renewable energy system(s). Nonpolluting and renewable energy potential includes solar, wind, geothermal, low-impact hydro, biomass and bio-gas strategies. When applying these strategies, projects may take advantage of net metering with the local utility.	<b>E-5</b>	<b>1%</b>	<b>3%</b>
Project exceeds title 24 requirements by 20%.	<b>E-6</b>	<b>1%</b>	<b>1%</b>
Provide shade (within 5 years) and/or use light-colored/high albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's nonroof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of mitigation measure reduces heat islands (thermal gradient differences between developed and undeveloped areas to minimize impact on microclimate and human and wildlife habitats. This measure requires the use of patented or copyright protected methodologies created by the ASTM. The SRI is a measure of the constructed surface's ability to reflect solar heat, as shown by a small rise in temperature. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is "0" and a standard white (reflectance 0.80, emittance 0.90) is 100. To calculate SRI for a given material, obtain the reflectance value and emittance value for the material. SRI is calculated according to ASTM E 1980-01. Reflectance is measured according to ASTM E 903, ASTM E 1918, or ASTM C 1549. Emittance is measured according to ASTM E 408 or ASTM C 1371. Default values for some materials will be available in the LEED-NC v2.2 Reference Guide.	<b>E-8</b>	<b>1%</b>	<b>1%</b>
Project optimizes building's thermal distribution by separating ventilation and thermal conditioning systems.	<b>E-9</b>	<b>1%</b>	<b>10%</b>

Source: SRA, 2009

**Table VII-5 Continued**  
**Potentially Applicable Additional Measures to Reduce GHG Emissions**

GHG Reduction Measure	CAPCOA Appendix B Citation	Minimum % Reduction	Maximum % Reduction
Install a vegetated roof that covers at least 50% of roof area. The reduction assumes that a vegetated roof is installed on a least 50% of the roof area or that a combination high albedo and vegetated roof surface is installed that meets the following standard: $(\text{Area of SRI Roof}/0.75) + (\text{Area of vegetated roof}/0.5) \geq \text{Total Roof Area}$ . Water consumption reduction measures shall be considered in the design of the green roof.	E-10	1%	1%
Project installs EV charging facilities.	E-11	Unknown	Unknown
Project provides light-colored paving (e.g., increased albedo pavement).	E-12	Unknown	Unknown
Project provides cool roofs. Highly reflective, highly emissive roofing materials that stay 50-60°F cooler than a normal roof under a hot summer sun. CA's Cool Savings Program provided rebates to building owners for installing roofing materials with high solar reflectance and thermal emittance. The highest rebate went to roofs on air conditioned buildings, while buildings with rooftop ducts and other nonresidential buildings were eligible for slightly less. The program aimed to reduce peak summer electricity demand and was administered by the CEC.	E-13	Unknown	Unknown
Project provides solar water heaters.	E-14	20% (cooling energy needs)	70% (cooling energy needs)
Project provides electrical outlets at building exterior areas.	E-15	Unknown	Unknown
Project uses energy efficient appliances (e.g., Energy Star).	E-16	Unknown	Unknown
Project uses materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.	E-17	Unknown	Unknown
Install energy-reducing shading mechanisms for windows, porch, patio and walkway overhangs.	E-18	Unknown	Unknown
Install energy-reducing programmable thermostats that automatically adjust temperature settings.	E-20	Unknown	Unknown
Install energy-reducing passive heating and cooling systems (e.g., insulation and ventilation).	E-21	Unknown	Unknown
Install energy-reducing day lighting systems (e.g., skylights, light shelves and interior transom windows).	E-22	Unknown	Unknown
Other GHG Reduction Measure			
Optimized Lighting - Use premium T8 lamps for indoor lighting/optimized lighting design	NA		11% (electricity use)
Photovoltaic solar arrays - Use photovoltaic solar arrays	NA		3.12% (electricity use)

Source: SRA, 2009

**Table VII-5 Continued**  
**Potentially Applicable Additional Measures to Reduce GHG Emissions**

<b>GHG Reduction Measure</b>	<b>CAPCOA Appendix B Citation</b>	<b>Minimum % Reduction</b>	<b>Maximum % Reduction</b>
Wall Insulation – Increase exterior wall insulation	NA	0.14%	2.35%
Roof Insulation – Increase roof insulation	NA	0.11%	2.96%
Provide kiosks displaying transportation information	NA	Unknown	Unknown
Buildings to be designed utilizing double-paned windows	NA	Unknown	Unknown
Buildings to be designed utilizing door sweeps and weather stripping	NA	Unknown	Unknown
Buildings to be designed utilizing double-paned windows	NA	Unknown	Unknown
Buildings to be designed to utilize high efficiency heating & cooling systems	NA	Unknown	Unknown

Source: SRA, 2009

**This page intentionally left blank**

## **VIII UNAVOIDABLE SIGNIFICANT IMPACTS**

Significant impacts to traffic associated with College Boulevard have been identified. Significant cumulative impacts to traffic on College Boulevard are predicted with or without this project or any of its Alternatives.

There is a potential for a contribution to significant cumulative impacts from greenhouse gases.

If the City of Oceanside approves the proposed project or a reduced-use Alternative, the City will be required to adopt findings in accordance with Section 15091 of the CEQA Guidelines and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.

## **IX GROWTH INDUCING IMPACTS**

CEQA guidelines require that an EIR discuss ways in which the proposed development could induce economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may further tax existing community service facilities, so consideration must be given to this impact. The EIR must discuss development characteristics which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The project site is “development-locked” with existing or under-construction projects on all sides (Figure II-3). It does not propose any facilities or services, or the extension of facilities or services that would induce growth in another area. Additionally, no roadways that may further induce growth are proposed by the project. The project does not propose residential uses that would attract population growth; there are existing residential uses to the north and east of the site.

By providing more job opportunities locally, the project could potentially aid in suppressing growth induced impacts elsewhere by offering local residents closer employment options. Through that increase in local job opportunities, the project would contribute to positive economic growth within the City of Oceanside.

**This page intentionally left blank**

## **X REFERENCES**

### City of Oceanside 2008

Economic Sustainability Study. Economic Development Commission, March 2008.

### City of Oceanside 2005

*Final Environmental Impact Report for Pacific Coast Business Park* (SCH#2004071011). Certified by the City of Oceanside Planning Commission, August 22, 2005, Resolution Number 2005-P46.

### City of Oceanside General Plan

Circulation Element. Approved by City Council Resolution No. R95-201, November 15, 1995 and City Council Resolution No. R95-214, December 13, 1995.

Land Use Element. Adopted by City Council Resolution No. 86-241, September 10, 1986, as amended.

### City of Oceanside Zoning Ordinance

Initial adoption by Ordinance No. 088-22, effective June 24, 1988, as amended [through May 8, 2002].

### Kimley-Horn and Associates, 2009

Traffic Impact Analysis for the Revised Pacific Coast Business Park in the City of Oceanside. EIR Appendix B.

### Rancho del Oro Specific Plan, 1985

Approved by City Council Resolution No. 85-238. October 15, 1985, as amended.

### SRA, 2009

Global Climate Change Evaluation for the Pacific Coast Business Park. EIR Appendix C.

**This page intentionally left blank**

**XI PERSONS INVOLVED IN PREPARATION OF THE EIR**

Michael Busdosh  
Senior Analyst

Project Management,  
Report Preparation

Nicole Sivba  
Analyst

Project Management,  
Report Preparation

Marcia Adams

Report Review

**APPENDICES TO THE  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE PROPOSED  
PACIFIC COAST BUSINESS PARK MASTER DEVELOPMENT PLAN REVISION  
(D-17-04 rev08)  
(SCH No. 2004071011)**

**Compiled For:**

**The City of Oceanside  
300 North Coast Highway  
Oceanside CA 92054**

**Compiled By:**

**Affinis  
Shadow Valley Center  
847 Jamacha Road  
El Cajon, CA 92019  
(619)441-0144  
Affinis Job No. 2348**

**July, 2009**

**A. Notice of Preparation and Initial Study**



## **NOTICE OF PREPARATION City of Oceanside**

---

### **Notice of Preparation for a Supplemental Environmental Impact Report for the Pacific Coast Business Park Project**

The City of Oceanside will be the Lead Agency and will prepare a supplement to an Environmental Impact Report (Supplemental EIR) for the revision to the industrial master development plan for Pacific Coast Business Park (PCBP), to increase the amount of office use within the project and allow for additional traffic trips to accommodate increased office uses. A more detailed description is listed below:

The Pacific Coast Business Park project was approved and its Environmental Impact Report certified in August 2005. That original PCBP project included an Industrial Master Development Plan and a 30-lot parcel map. Per that Plan, the entire project site has been graded to pads, and all infrastructure installed, including roads, drainage, and utilities. The General Plan land use designation is PD-1, RDO Specific Plan and zoning regulations are per the PCBP Industrial Master Development Plan. The Industrial Master Development Plan text details the criteria required for individual development of the 30 parcels within PCBP. Uses allowed within PCBP are consistent uses in the Light Industrial (IL) Zone as established by the City of Oceanside Zoning Ordinance.

Given the variety of uses allowed within industrial business parks, assumptions regarding the types and amounts of different uses needed to be made as part of the original EIR traffic study. At that time, the developer anticipated that there would be a higher demand for office space than typically included in light industrial parks. As PCBP has come to market, the request for office space has become even higher than that anticipated and assumed during project design. In order to accommodate the increased demand in high quality office space and other uses consistent with the IL zoning, a revised allocation of uses is proposed. The original and proposed mix of uses are as follows:

Land Use	Original Projection (sq. ft.)	Revised Projection (sq. ft.)
Industrial Park	1,100,000	901,500
Commercial Office	400,000	518,000
Medical Office	--	80,500
Total	1,500,000	1,500,000

The allocation of uses assumed in the original traffic study was not specified in the original Master Development Plan. The specific allocation of the total office space to stand-alone office uses or to office space embedded in the industrial buildings is specified as part of specific development proposals, and is tracked to assure

compliance with the trip assumptions. In order to provide a clearer description of the tracking mechanism, a revision in the text of the Master Development Plan is proposed to specify both the anticipated allocation of uses and document the requirement for tracking trip allocations as individual projects are proposed within PCBP. The revised text documents this tracking as part of the development plan review process.

For public agencies, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's responsibilities in connection with the proposed project. Your agency may need to use the Supplemental EIR prepared by the City of Oceanside when considering your permit or approval for the project. For the public, we need to know your views on issues to be analyzed in the draft EIR.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 45 days after receipt of this notice.

Please send your response to Scott Nightingale, Planner II, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054. We will need the name for a contact person in your agency.

**Project Applicant:** AMB DFS Pacific Coast LLC.

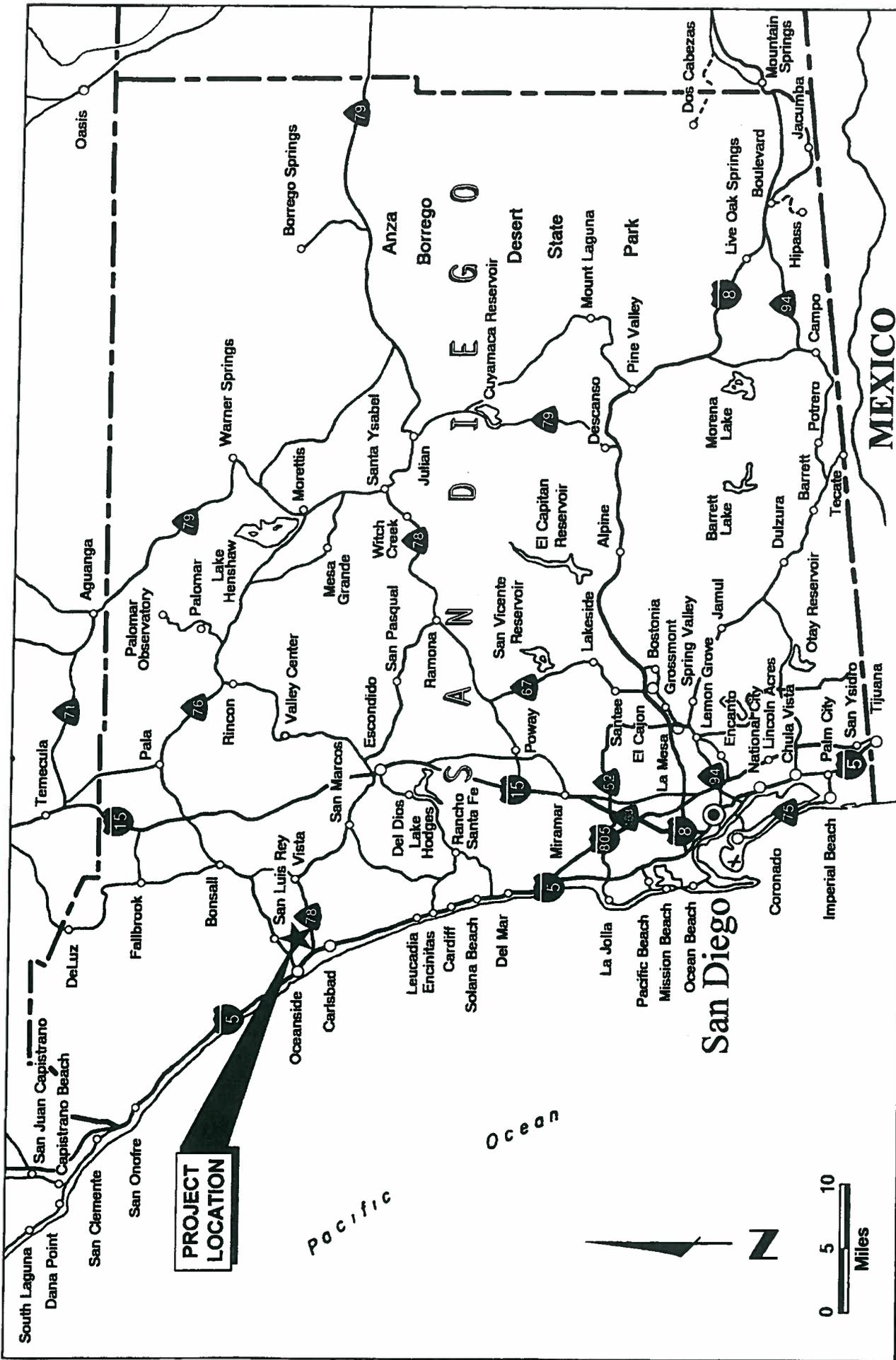
Date: May 27, 2009

Signature

Title

Telephone

  
City Planner  
760-435-3535



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

**REGIONAL LOCATION IN SAN DIEGO COUNTY**

**FIGURE 1**







## INITIAL STUDY city of oceanside california

---

1. **PROJECT:** Pacific Coast Business Park Master Development Plan Revision
2. **LEAD AGENCY:** City of Oceanside
3. **CONTACT PERSON & PHONE:** Scott Nightingale (760) 435-3526
4. **PROJECT LOCATION:** The site of the proposed project area consists of approximately 124 acres within the City of Oceanside (Figure 1). College Boulevard forms the eastern boundary, and Old Grove Road forms the northern boundary of the property. The project area is on the USGS 7.5' San Luis Rey topographic quadrangle, largely in the southwestern quarter of Section 15, Township 11 South, Range 4 West (Figure 2).
5. **APPLICANT:** Guthrie Development Company  
17682 Cowan Avenue, Suite 200  
Irvine, CA 92614-6027
6. **GENERAL PLAN DESIGNATION:** S-1-84 (Rancho del Oro Specific Plan)
7. **ZONING:** PD-1 (Industrial)
8. **PROJECT DESCRIPTION:** The proposed project would modify the Industrial Master Development Plan for Pacific Coast Business Park to increase the amount of office use within the project and allow for additional traffic trips to accommodate that change. The revisions to land use are as follows:
  1. Reduce Industrial Park use (from 1,100,000 square feet to 901,500 square feet)
  2. Increase Commercial Office use (from 400,000 square feet to 518,000 square feet)
  3. Reflect the approved Medical Office use (80,500 square feet)
9. **SURROUNDING LAND USE(S) & PROJECT SETTING:** The property is located within the Rancho del Oro Specific Plan area. It is immediately north of the original Rancho del Oro Technology Park, with the Ocean Ranch industrial development (existing and planned) adjacent to the west. Residential uses (Rancho del Oro III) exist north of the site, with additional residential uses to the east, across College Boulevard (Rancho del Oro Villages I and II). The site is graded and is divided into large parcels, with streets and infrastructure in place to facilitate pending build out. The property is bordered by Old Grove Road to the north and College Boulevard to the east. Project access is via two points along Old Grove Road; one with the intersection of Avenida del Oro, and the second with the intersection of internal Street D, between the Avenida del Oro intersection and College Boulevard. The project area is also accessible from the south from Oceanside Boulevard by way of Avenida de la Plata and Avenida del Oro (Figure 3).
10. **OTHER REQUIRED AGENCY APPROVALS:** N/A
11. **PREVIOUS ENVIRONMENTAL DOCUMENTATION:**

*Final Environmental Impact Report for Pacific Coast Business Park (SCH#2004071011), certified by the Oceanside Planning Commission on August 22, 2005, Resolution Number 2005-P46).*
12. **CONSULTATION:** N/A

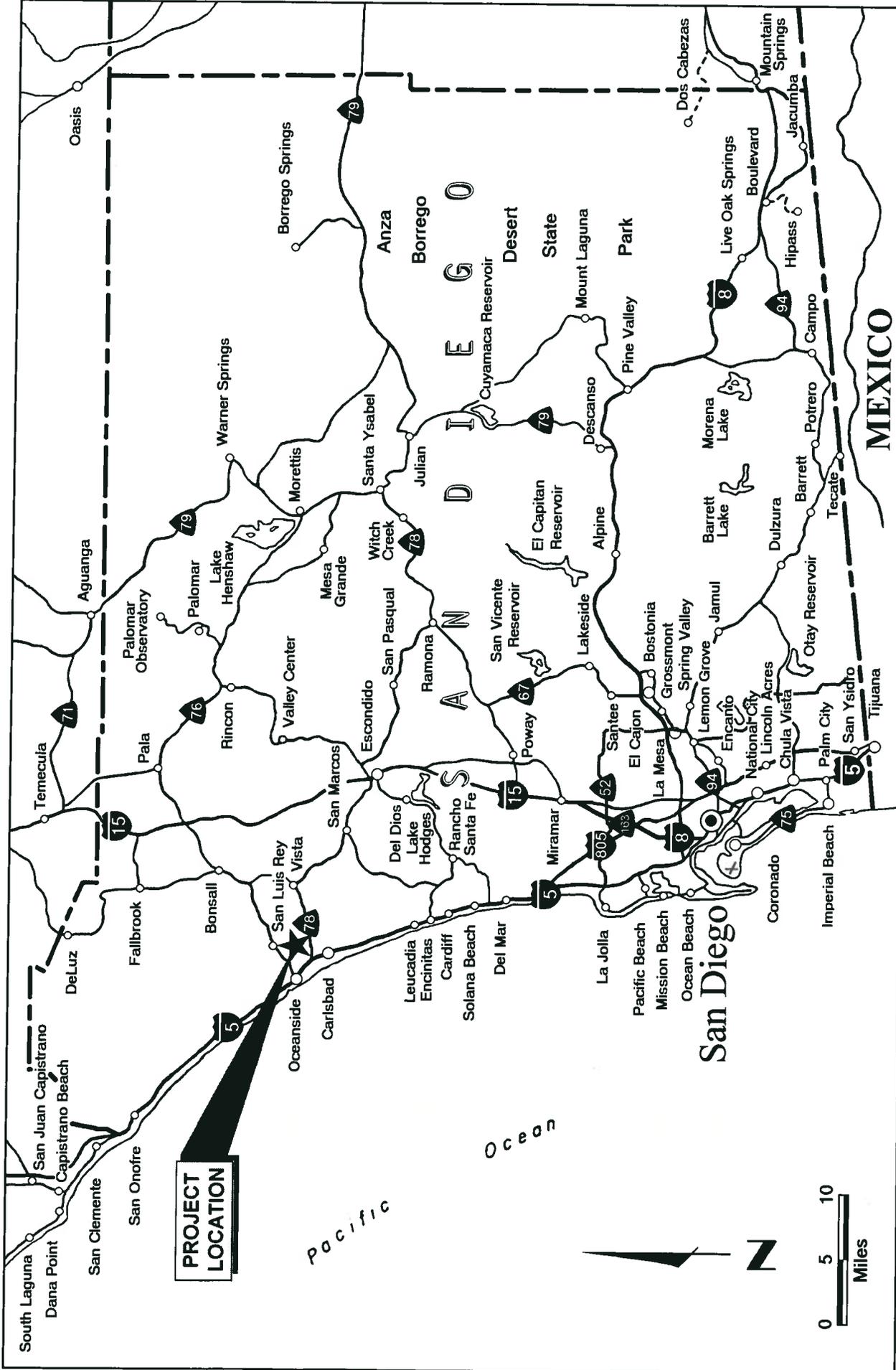
**13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact include:

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agricultural       | <input 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 checked="" 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:

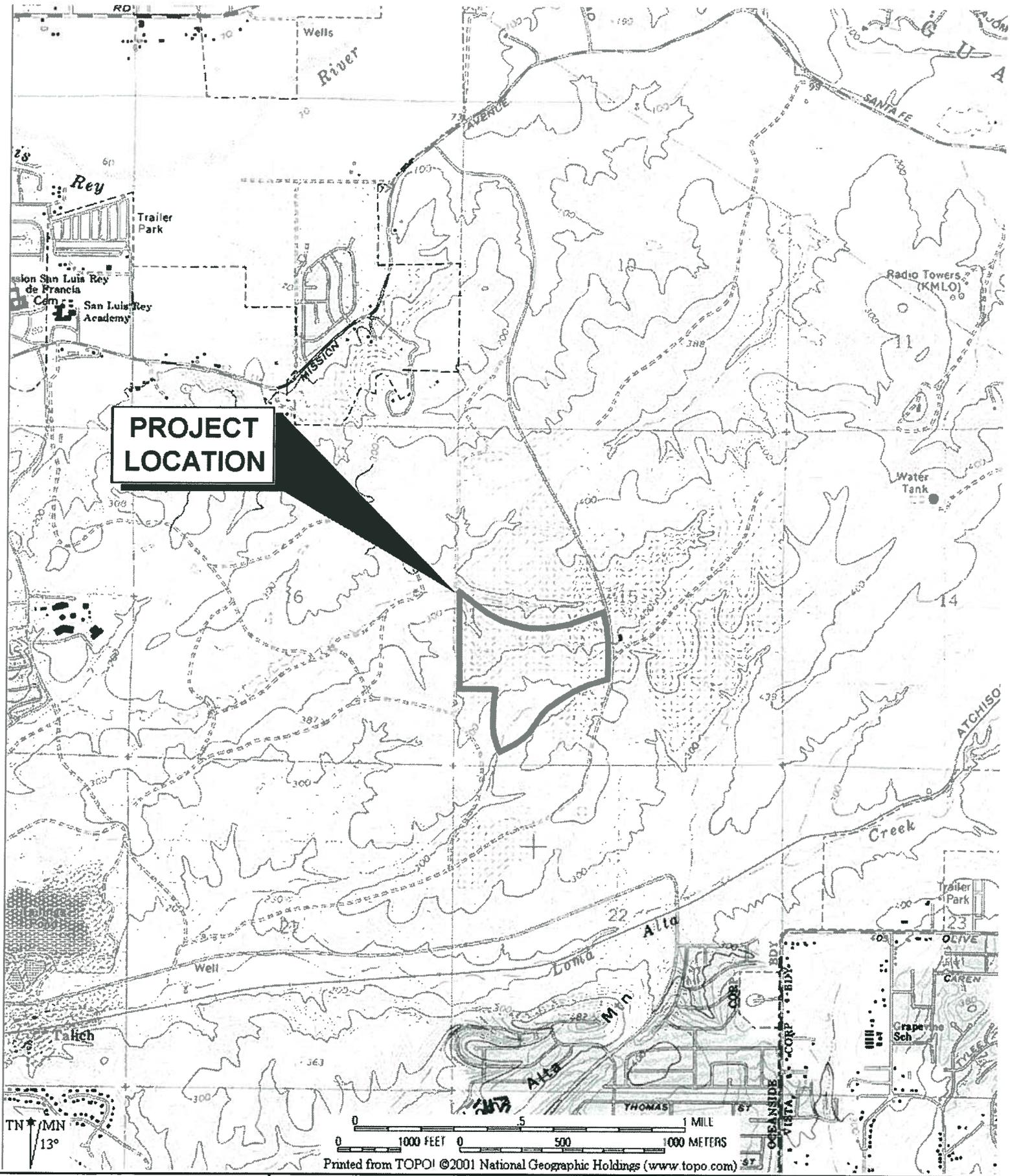
1. **No Impact.** Future development arising from the project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. **Less Than Significant Impact.** The development associated with project implementation will have the potential 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.



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

**REGIONAL LOCATION IN SAN DIEGO COUNTY**

**FIGURE 1**



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

**PROJECT LOCATION ON USGS 7.5'  
 SAN LUIS REY QUADRANGLE**

**FIGURE 2**



FIGURE 3

AERIAL VIEW OF SITE IN ITS EXISTING CONDITION

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

This page intentionally left blank

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
<b>14.1 AESTHETICS.</b> 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 type="checkbox"/>	<input checked="" 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 proposed project is not located within or near a scenic vista and would therefore have no impact on such. The surrounding area is developed with industrial and residential uses.
- 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 does not propose development. It consists of the reallocation of land uses onsite. The property has already been graded, with internal streets and infrastructure in place to facilitate pending build out. No damage to any scenic resources would result from project implementation.
- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **No Impact.** The site is an approved business park which is partially developed with buildings, internal roads and infrastructure in place to facilitate further build out. It is immediately north of the original Rancho del Oro Technology Park, with the Ocean Ranch industrial development (existing and planned) adjacent to the west. The business park is therefore consistent with its surroundings; revising land use onsite to increase office space would not degrade the visual character or quality of the site or its surroundings.
- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **No Impact.** The proposed project is for the revision of land uses onsite to include an increase in office space with a corresponding decrease in industrial use. This change in land use would not create a new source of substantial light or glare. The changes would occur within an existing business park; no development in addition to existing and approved construction is proposed.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.2 AGRICULTURAL RESOURCES.</b> 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 site is zoned for industrial, not agricultural use; therefore no impacts to farmland or agricultural lands would result.*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact.** The the Williamson Act contract was passes to preserve agricultural and openspace lands by discouraging premature and unnecessary conversion to urban uses. The site for the proposed land use changes is zoned for industrial, not agricultural use. The property is not located within open space lands. No conflict with existing zoning or a Williamson Act contract would occur with project implementation.*
- 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 proposed project is for a revision to the allocation of land use within a business park. The property is zoned for industrial use, not for farmland or agricultural uses; therefore no impact would result from project implementation.*

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.3 AIR QUALITY.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* **Less Than Significant Impact.** The project calls for a change in the allocation of land uses within the existing business park. No development is proposed by the project. The site is already graded and partially developed, with internal streets and infrastructure in place to support pending build out. Projects that are consistent with the General Plan are considered to be consistent with the air quality-related regional plan as well. The project proposal will not conflict with the Rancho del Oro Specific Plan; therefore no significant impacts would occur.
- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **Less Than Significant Impact.** No development is proposed by the project. The site is already graded and partially developed, with internal streets and infrastructure in place to support pending build out. Projects that are consistent with the General Plan are considered to be consistent with the air quality-related regional plan as well. The project proposal will not conflict with the Rancho del Oro Specific Plan; therefore no significant impacts would occur.
- 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)?* **Less Than Significant Impact.** A "non-attainment" area refers to an area which does not meet the National and/or California Ambient Air Quality Standards for a given pollutant. The California Air Resources Board (ARB) has designated the San Diego Air Basin as non-attainment for PM<sub>10</sub> (inhalable particles 10 microns or less in diameter) and PM<sub>2.5</sub>. As no construction is proposed by the project, but rather revisions to existing land uses within the business park, no impacts resulting from construction emissions would result.
- d) *Expose sensitive receptors to substantial pollutant concentrations?* **No Impact.** Sensitive populations include children, senior citizens, and individuals who are acutely or chronically ill. The project is not located amidst schools, playgrounds, hospitals, retirement homes or the like. The property is bordered by existing residential development and industrial uses. The proposed project is consistent with surrounding development. No concentration of sensitive receptors are therefore located in the project site's immediate surroundings, nor would the proposed revision to land uses produce substantial pollutant concentrations. No construction is proposed by the project.

- e) *Create objectionable odors affecting a substantial number of people?* **No Impact.** The revision to land use allocation onsite would not create objectionable odors.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.4 BIOLOGICAL RESOURCES.</b> 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 type="checkbox"/>	<input checked="" 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 property is graded and partially developed. No additional development is proposed by this project. It is for the redistribution of land uses onsite, which would have no effect, either directly or indirectly, on biological habitats or 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.** The project proposes to revise the allocation of land use on the property. No development is associated with the proposed project; thus no impacts to riparian or other sensitive habitat would result from project implementation.
- 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.** The project is proposing a revision to land use on the subject property. No development is associated with this project; therefore no removal, filling,

hydrological interruption or any other action that would threaten federally protected wetlands would occur. The revisions to land use proposed by the project would not conflict with the Clean Water Act.

- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* **No Impact.** The proposed project would not interfere 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. The project proposes revisions to land use within the business park. No impact would result from project implementation.
- e. *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* **No Impact.** Implementation of revised land use within the business park would not conflict with any local policies or ordinances protecting biological resources. No development is proposed under the current project.
- 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.** Implementation of revised land use within the business park would not conflict with any adopted conservation plans protecting biological resources. No development is proposed under the current project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.5 CULTURAL RESOURCES.</b> 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 site is graded and partially developed. The proposed project is for a change in the allocation of land use within the business park. No development is proposed under the project, therefore no impact to historical resources would result from project implementation.
- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of CEQA?* **No Impact.** No archaeological resources would be impacted by the proposed changes to land use. The site is graded and partially developed. No development is proposed by the project.
- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **No Impact.** The site is graded and partially developed. The proposed project is for a change in the allocation of land use within the business park. No development is proposed under the project, therefore no impact to paleontological resources would result from project implementation.

- d. *Disturb any human remains, including those interred outside of formal cemeteries?* **No Impact.** No human remains or burial grounds would be disturbed by implementation of the proposed project. The project proposes changes to land use allocation. No development is proposed.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.6 GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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.* **Less Than Significant Impact.** Geotechnical issues, including earthquakes, were addressed under the previous Pacific Coast Business Park project. The proposed project is for revisions to land use within that business park. No additional impacts would result from increasing office space and reducing industrial use onsite.
- 2) *Strong seismic ground shaking?* **Less Than Significant Impact.** The project site is already an approved business park that is partially developed. The same potential for seismic ground shaking due to earthquakes would exist under the proposed changes as under current conditions. Buildings within the business park are constructed in accordance with Uniform Building Code/California Building Code building criteria, ensuring that any potential adverse effects resulting from earthquakes would be reduced to less than significant levels.
- 3) *Seismic-related ground failure, including liquefaction?* **No Impact.** The site is a business park which is graded and partially developed. The proposal is for an increase in office space and corresponding decrease in industrial use within the business park. No construction is proposed by the current

project. Any geotechnical issues pertaining to the site were addressed under the previous Pacific Coast Business Park project, and are not impacted by the current project.

- 4) **Landslides? No Impact.** Revising land uses within the Pacific Coast Business Park to include more office space would not subject people to risk involving landslides.
- b) **Result in substantial soil erosion or the loss of topsoil? No Impact.** The project does not propose further development. The property is graded, with infrastructure in place to support pending build out. A portion of the site has been developed. The proposed revisions to land use within the business park would not result in soil erosion or loss of topsoil.
- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? No Impact.** A business park currently occupies the site. The property is graded and partially developed. Soils would not become unstable as a result of project implementation which proposes a revision to land use within the business park.
- 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.** The proposed revisions to the allocation of land uses would take place within an already established business park. Any expansive soils that may have existed onsite would have been properly compacted as a condition of approval for the previously approved Pacific Coast Business Park.
- 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 business park utilizes the City's sewer system. All sewer lines are in place to accommodate pending build out of the site. No septic tanks are required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.7 HAZARDS AND HAZARDOUS MATERIALS.</b> 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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?* **Less Than Significant Impact.** The proposed project would not release any hazardous materials into the environment, therefore would not create associated upset and accident conditions. There is a potential for some medical waste to be generated by the proposed medical office space. Any medical waste would be disposed of with a licensed service, operating under all federal, state, and city regulations. Aside from the possible generation of normal medical wastes, the proposed project would not involve the transport, use or disposal of hazardous materials, therefore would not create any associated significant hazards.

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.** The project is proposing a revision to land use allocation within the business park. There is a potential for some medical waste to be generated by the proposed medical office space. All medical waste, however, would be disposed of with a licensed service, operating under all federal, state, and city regulations. Aside from the possible generation of normal medical wastes, the proposed project would not involve the transport, use or disposal of hazardous materials, therefore would not create any associated significant hazards.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **Less Than Significant Impact.** The project is proposing a revision to land use allocation within the business park. There is a potential for some medical waste to be generated by the proposed medical office space. All medical waste, however, would be disposed of with a licensed service, operating under all federal, state, and city regulations. Aside from the possible generation of normal medical wastes, the proposed project would not involve the transport, use or disposal of hazardous materials, therefore would not create any associated significant hazards.
- 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.** The property is not included on a list of hazardous materials sites.
- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?* **No Impact.** The proposed project is not located within an airport land use plan, nor is it located within two miles of a public airport or public use airport.
- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?* **No Impact.** The proposed project is not within the vicinity of a private airstrip; therefore no associated safety hazards would occur.
- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **No Impact.** The proposed revision to land use allocation within the business park would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* **No Impact.** The project area is located within or adjacent to wildlands; therefore no associated losses would occur. The surrounding area is developed with residential and industrial uses.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.8 HYDROLOGY AND WATER QUALITY. Would the project:</b>				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
l. Result in significant alternation of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
n. Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 for a revision to land use allocation within a business park, which would not affect any water quality standards or waste discharge requirements. A storm drain system is in place to intercept runoff, with drainage swales and media filters to treat runoff. The revision to land use allocation will not affect these existing features.
- 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.** No development is proposed by the current project. The site is already graded and partially developed. The proposed revision to land use allocation would not increase impervious surfaces onsite and would not deplete or otherwise interfere with groundwater supplies.

- 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?* **No Impact.** The project is for revisions to land use allocation onsite only. No impact to existing drainage patterns would result; therefore no associated erosion or siltation on- or off-site would 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?* **No Impact.** The project is for revisions to land use allocation onsite only. No impact to existing drainage patterns would result; therefore no associated increases to surface runoff would 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.** The project is for a revision to land use allocation within a business park. A storm drain system is in place to intercept runoff, with drainage swales and media filters to treat runoff. The revision to land use allocation will not affect these existing features.
- f) *Otherwise substantially degrade water quality?* **No Impact.** Revising existing land use allocations within the business park would not substantially degrade water quality.
- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?* **No Impact.** The project does not propose housing development, nor is the site within a 100-year flood hazard area.
- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* **No Impact.** The site is not located within a 100-year flood hazard area.
- 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.** No levees or dams surround the project area, nor would the project expose people or structures to flooding from another potential source.
- j) *Inundation by seiche, tsunami, or mudflow?* **No Impact.** Due to the site's location, the proposed development would not be affected by seiche, tsunami or 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)?* **No Impact.** The changes proposed to land use within the business park involve an increase of office space and corresponding decrease in industrial use. These changes would not cause an increase in pollutant discharges to receiving waters. No construction is proposed under the current project.
- l) *Result in significant alternation of receiving water quality during or following construction?* **No Impact.** No construction is proposed by the project. The site is graded and partially developed; the proposed project is for a revision to the allocation of land uses within the business park and would not affect receiving water quality.

- m) *Could the proposed project result in increased erosion downstream?* **No Impact.** Revising the allocation of land uses within an already-established business park would not result in increased erosion downstream.
- n) *Result in increased impervious surfaces and associated increased runoff?* **No Impact.** Grading for the business park is complete. No further impervious surfaces would result from the proposed revisions to land use allocation.
- o) *Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?* **No Impact.** The project is for revisions to land use allocation onsite only. No impact to existing drainage patterns would result.
- p) *Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?* **No Impact.** The proposed revision to the allocation of land use within the business park does not impact a tributary that flows to an impaired body of water.
- q) *Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?* **No Impact.** The proposed revision to the allocation of land use within the business park would not impact a tributary that flows to other environmentally sensitive areas.
- r) *Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?* **No Impact.** The site on which the revision to land use are proposed is already graded and partially developed. All Best Management Practices were put into place as project design features of the approved Pacific Coast Business Park project. Revisions to the allocation of land use, as proposed by the current project, would not have a significant environmental impact on surface water quality.
- s) *Have a potentially significant adverse impact on groundwater quality?* **No Impact.** No development is proposed by the current project. The site is already graded and partially developed. The proposed revision to land use allocation would not increase impervious surfaces onsite and would not deplete or otherwise interfere with groundwater supplies.
- t) *Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?* **No Impact.** No development is proposed by the current project. The site is already graded and partially developed. The proposed revision to land use allocation would not increase impervious surfaces onsite and would not deplete or otherwise interfere with groundwater supplies.
- u) *Impact aquatic, wetland, or riparian habitat?* **No Impact.** The project proposes a revision to the allocation of land use within Pacific Coast Business Park; these changes would not affect aquatic, wetland, or riparian habitat as none of these exist onsite.
- v) *Potentially impact stormwater runoff from construction or post construction?* **No Impact.** No construction is proposed under the current project. The proposal is for a revision to land use allocation only.
- 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 proposed revisions to land use would occur within an existing business park, and both commercial and industrial development are approved uses for the site.
- x) *Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?* **No Impact.** The business park is graded and partially developed, with Best Management Practices in

place to reduce any impacts the business park may have on water quality to below a level of significance. This current project is for a modification to existing designated land uses within the business park only; no impacts to receiving waters would result from project implementation.

- y) *Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?* **No Impact.** No construction is proposed by the project; therefore no increase in impervious surfaces would occur due to project implementation. The project is proposing a revision to land use allocation within the Pacific Coast Business Park. No changes to flow velocity or volume of stormwater runoff would result; therefore no associated environmental harm would occur due to project implementation.
- z) *Create significant increases in erosion of the project site or surrounding areas?* **No Impact.** The project is for revisions to land use allocation onsite only. No impact to existing drainage patterns would result; therefore no associated erosion on- or off-site would occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant impact	No Impact
<b>14.9 LAND USE AND PLANNING.</b> Would the project:				
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 site houses a business park. The proposed project calls for a revision to the allocation of land uses within the business park, which would not physically divide an established community.
- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **No Impact.** The proposed revisions to the allocation of land uses onsite are in compliance with the Rancho del Oro Specific Plan. A Revised Industrial Master Plan has been submitted (2008) which would be applicable to the project site upon City approval. The project would be in compliance with this Master Plan as well.
- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* **No Impact.** The proposed revisions to the allocation of land uses onsite would not conflict with any habitat conservation plans or natural community conservation plans. No development is proposed by the project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.10 MINERAL RESOURCES.</b> 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.** Mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well-being of the City are mapped in the City's Land Use Element (Oceanside General Plan, Land Use Element, 2002. Map LU-22). The project site is not mapped as an area containing such resources. In addition, the site is already graded and partially developed. No development is proposed by the project, only changes to the allocation of land uses within the business park.
- 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.** Mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well-being of the City are mapped in the City's Land Use Element (Oceanside General Plan, Land Use Element, 2002. Map LU-22). The project site is not mapped as an area containing such resources. In addition, the site is already graded and partially developed. No development is proposed by the project, only changes to the allocation of land uses within the business park.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.11 NOISE.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 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?* **No Impact.** The project proposes to revise land use allocations onsite. This would not generate or expose persons to noise levels in excess of standards established in the general plan or noise ordinance.
- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* **No Impact.** The reallocation of land use would not generate or expose persons to excessive ground vibrations or noise levels. All grading for the business park is complete.
- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* **No Impact.** Redistributing land use from industrial to office would not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels under the previously approved Pacific Coast Business Park project (2005).
- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* **No Impact.** Redistributing land use from industrial to office would not cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels under the previously approved Pacific Coast Business Park project (2005).
- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* **No Impact.** The business park is not located within an airport land use plan; nor is it within two miles of a public airport or public use airport. Thus, no persons living or working in the area would be exposed to associated excessive noise levels due to project implementation.

- 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 business park is not located within the vicinity of a private airstrip; therefore no persons living or working in the area would be exposed to associated excessive noise levels due to project implementation.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.12 POPULATION &amp; HOUSING.</b> 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 checked="" type="checkbox"/>	<input 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"/>
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)? **Less Than Significant Impact.*** More job opportunities will be afforded through increased office space than under current conditions. The business park is already bordered by existing residential development. Increasing office space within the Pacific Coast Business Park would not induce substantial growth in the area. No roadway extensions or additional infrastructure is proposed by the current project – only modifications to land use.
- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **No Impact.*** The project is for a revision to land use allocation within a business park; no housing would be displaced, therefore no construction of replacement housing would be necessary.
- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **No Impact.*** The project is for a revision to land use allocation within a business park; no persons/residents would be displaced, therefore no construction of replacement housing would be necessary.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.13 PUBLIC SERVICES.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- 1) *Fire protection?* **No Impact.** The proposed revisions are to land use allocations within an established business park. These revisions would not adversely impact fire protection for the park that is already in place.
- 2) *Police protection?* **No Impact.** The proposed revisions are to land use allocations within an established business park. These revisions would not adversely impact police protection for the park that is already in place.
- 3) *Schools?* **No Impact.** The proposed revisions to land use are within a business park, and involve the increase of medical office space with a corresponding decrease in industrial use. These changes would not affect school facilities.
- 4) *Parks?* **No Impact.** The proposed revisions to land use are within a business park, and involve the increase of medical office space with a corresponding decrease in industrial use. These changes would not affect park facilities.
- 5) *Other public facilities?* **No Impact.** No other public facilities would be impacted by the land use change proposals that would occur within the business park.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.14 RECREATION.</b> 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 project proposes an increase of office space and decrease of industrial use within an existing business park. Existing neighborhood and regional parks, and other recreational facilities would not be impacted by this internal revision.
- 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 does not include recreational facilities, nor does it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Existing neighborhood and regional parks, and other recreational facilities would not be impacted by this internal revision.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.14 TRANSPORTATION/TRAFFIC.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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)?* **Potentially Significant Impact.** The proposed increase in office use may cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.
- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?* **Potentially Significant Impact.** The proposed increase in office use may individually or cumulatively exceed a level of service standard established by the county congestion management agency.
- 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 proposed changes to land use allocation within the existing business park would not result in a change in air traffic patterns; therefore no associated safety risks would occur due to project implementation.
- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **No Impact.** The proposed revisions to land use allocation do not impact the previously approved design features within the business park.

- e) *Result in inadequate emergency access?* **No Impact.** Project access is via two points along Old Grove Road; one with the intersection of Avenida del Oro, and the second with the intersection of internal Street D, between the Avenida del Oro intersection and College Boulevard. The project area is also accessible from the south from Oceanside Boulevard by way of Avenida de la Plata and Avenida del Oro. The business park also contains a network of internal roads leading into and out of the site (Figure 3). Adequate emergency access is provided.
- f) *Result in inadequate parking capacity?* **No Impact.** Parking is determined based on building area and can be accommodated within the site layout. The proposed revision to land use allocation would not affect parking capacity within the business park. Each lot must meet parking requirements for the uses proposed.
- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **No Impact.** Policies and programs that support public transportation such as bus turnouts and bicycle racks would not be affected by land use modifications within the business park.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.15 UTILITIES AND SERVICE SYSTEMS.</b> 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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?*
- 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 proposes changes to land use within an established business park. All infrastructure is in place, including water and sewer lines; therefore the project would not result in the construction of new water or wastewater treatment facilities.

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* **No Impact.** The project proposes changes to land use within an established business park. All infrastructure is in place, including a storm drain system. The project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities.
- 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.** Water is currently supplied to the business park through existing lines. The proposed revision to allocation of land use within the business park involves the increase of office space, and corresponding decrease of industrial use. This change would not cause a significant impact to existing water supply. Existing entitlements and resources will be sufficient to provide for the proposed changes; no new or expanded entitlements would be needed.
- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* **Less Than Significant Impact.** The proposed project would be served by the City of Oceanside's Wastewater Division which collects, treat and disposes of the City's sewage at two separate treatment plants. Addition of project-generated wastewater resulting from the increase in office space would not exceed the capacity of the City's treatment plants.
- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* **No Impact.** The business park which the proposed project is location in is served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- g) *Comply with federal, state, and local statutes and regulations related to solid waste?* **No Impact.** The proposed project will comply with federal, state and local statutes and regulations related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.16 MANDATORY FINDINGS OF SIGNIFICANCE.</b> 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 type="checkbox"/>	<input checked="" 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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?* **No Impact.** The proposed modifications to land use within Pacific Coast Business Park would not impact the quality of the environment, biological habitat or cultural resources. The revisions would occur within an existing business park. No development is proposed, and no further development in addition to what exists and what was approved under the previous Pacific Coast Business Park project would result from implementation of the current project.
- b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?* **No Impact.** The project will not achieve short-term goals to the disadvantage of long-term goals. The revisions to land use within the business park have been proposed in response to market demand. Both short-term and long-term goals would be met by meeting that demand to the benefit of the property owner, as well as future buyers and lease-holders. The City's Economic Sustainability Study calls for development that would maximize economic growth such as through office jobs as these tend to be higher paying than industrial jobs. The project proposes to do just that, while remaining in compliance with approved uses within the business park.
- 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)?* **Potentially Significant Impact.** The proposed increase in office use may cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Impacts to existing level of service standards would likewise be potentially

significant. Additional traffic may result in creation of more greenhouse gases (GHG); greenhouse gases levels may become cumulatively considerable.

- d) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?* **No Impact.** The project would not cause environmental effects which would have substantial adverse impacts on human beings.

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

Nicole Sivba and Mike Busdosh, Affinis

17. **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.

18. **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.

19. **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

20. **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.

## **B. Traffic Impact Analysis**

*Traffic Impact Analysis*

*For the*

**Revised  
Pacific Coast Business Park  
In the City of Oceanside**

**Prepared for:  
AMB DFS Pacific Coast LLC**

April, 2009

Kimley-Horn and Associates, Inc.

**TRAFFIC IMPACT ANALYSIS  
FOR THE REVISED PACIFIC COAST BUSINESS PARK  
IN THE CITY OF OCEANSIDE**

Prepared for:

**AMB DFS Pacific Coast LLC**  
3185 Airway Avenue, Suite F  
Costa Mesa, CA 92626

Prepared by:

**Kimley-Horn and Associates, Inc.**  
765 The City Drive  
Suite 400  
Orange, CA 92868

April, 2009

## TABLE OF CONTENTS

	Page
INTRODUCTION.....	1
PURPOSE OF REPORT.....	1
CONGESTION MANAGEMENT PROGRAM COMPLIANCE.....	3
TRIP GENERATION.....	4
Year 2010 Conditions without the Revised PCBP Project.....	10
<i>Daily and Peak Hour Traffic Volumes</i> .....	10
Conditioned and Recommended Improvements.....	10
<i>Roadway Level of Service</i> .....	16
Year 2010 Conditions with the Revised PCBP Project.....	18
<i>Daily and Peak Hour Traffic Volumes</i> .....	18
<i>Roadway Level of Service</i> .....	18
<i>Comparison of Significant Traffic Impacts at Intersections</i> .....	22
Year 2020 Conditions without the Revised PCBP Project.....	22
<i>Daily and Peak Hour Traffic Volumes</i> .....	22
<i>Roadway Level of Service</i> .....	22
Year 2020 Conditions with the Revised PCBP Project.....	26
<i>Daily and Peak Hour Traffic Volumes</i> .....	26
<i>Roadway Level of Service</i> .....	26
<i>Comparison of Significant Traffic Impacts at Roadway Segments</i> .....	26
<i>Intersection Level of Service</i> .....	26
<i>Comparison of Significant Traffic Impacts at Intersections</i> .....	30
PEAK HOUR ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS.....	30
Year 2010 without Revised PCBP Peak Hour Roadway Segment Level of Service.....	30
Year 2020 without Revised PCBP Peak Hour Roadway Segment Level of Service.....	33
Year 2020 with Revised PCBP Peak Hour Roadway Segment Level of Service.....	33
<i>Significant Traffic Impacts for Peak Hour Roadway Segment Analysis</i> .....	33
FREEWAY LEVEL OF SERVICE ANALYSIS.....	34
Year 2010 without Revised PCBP Freeway Level of Service.....	34
Year 2010 with Revised PCBP Freeway Level of Service.....	34
Year 2020 without Revised PCBP Freeway Level of Service.....	34
Year 2020 with Revised PCBP Freeway Level of Service.....	34
<i>Significant Traffic Impacts on Freeway Segments</i> .....	34

## LIST OF FIGURES

	Page
Figure 1 – Vicinity Map .....	2
Figure 2 – Project Trip Distribution .....	7
Figure 3 – Project-Related Daily Traffic Volumes .....	8
Figure 4 – Project-Related Peak Hour Traffic Volumes .....	9
Figure 5 – Cumulative Project Daily Traffic Volumes .....	12
Figure 6 – Cumulative Project Peak Hour Traffic Volumes .....	13
Figure 7 – Year 2010 Daily Traffic Volumes Without Revised PCBP Project.....	14
Figure 8 – Year 2010 Peak Hour Traffic Volumes Without Revised PCBP Project.....	15
Figure 9 – Year 2010 Daily Traffic Volumes With Revised PCBP Project.....	20
Figure 10 – Year 2010 Peak Hour Traffic Volumes With Revised PCBP Project.....	21
Figure 11 – Year 2020 Daily Traffic Volumes Without Revised PCBP Project.....	23
Figure 12 – Year 2020 Peak Hour Traffic Volumes Without Revised PCBP Project.....	24
Figure 13 – Year 2020 Daily Traffic Volumes With Revised PCBP Project.....	28
Figure 14 – Year 2020 Peak Hour Traffic Volumes With Revised PCBP Project.....	29

## LIST OF TABLES

	Page
Table 1 – Summary of Trip Generation – Pacific Coast Business Park with Alternative Mix of Uses .....	5
Table 2 – Study Area.....	6
Table 3 – Summary of Cumulative Projects Trip Generation .....	11
Table 4 – Summary of Roadway Level of Service – Year 2010 Without and With Revised PCBP Project ....	17
Table 5 – Summary of Intersection LOS – Year 2010 Without and With Revised PCBP Project .....	19
Table 6 – Summary of Roadway LOS – Year 2020 Without and With Revised PCBP Project .....	25
Table 7 – Summary of Intersection LOS – Year 2020 Without and With Revised PCBP Project .....	27
Table 8 – Summary of Peak Hour Roadway LOS – Year 2010 Without and With Revised PCBP Project ....	31
Table 9 – Summary of Peak Hour Roadway LOS – Year 2020 Without and With Revised PCBP Project .....	32
Table 10 – Summary of Freeway LOS – Year 2010 Without and With Revised PCBP Project.....	35
Table 11 – Summary of Freeway LOS – Year 2020 Without and With Revised PCBP Project.....	36
Table 12 – Summary of PCBP Project Fair Share Toward Needed Improvements.....	38

# **TRAFFIC IMPACT ANALYSIS FOR THE REVISED PACIFIC COAST BUSINESS PARK**

## **EXECUTIVE SUMMARY**

### **Project Information**

- The original Pacific Coast Business Park (PCBP) project was approved in 2005 for 1,500,000 square feet of industrial and office uses. The project Applicant proposes to revise the project development mix to decrease the industrial square footage and increase the amount of office use. The overall development area of 1,500,000 square feet will not change.
- The proposed project revision would generate approximately 4,800 additional daily vehicular trips.

### **Impact Analysis**

- Traffic impact analysis has been conducted to identify the impacts of the proposed project changes for Year 2010 near-term and Year 2020 horizon year conditions.
- Traffic estimates were prepared to identify the traffic that would be generated by cumulative development projects, including the already-approved PCBP project. The cumulative projects are estimated to generate 120,084 trips on a daily basis, with 9,361 trips during the morning peak hour and 12,661 trips during the evening peak hour.
- Network assumptions for Year 2010 conditions include traffic improvements that were conditioned on the approved Pacific Coast Business Park and Pavilion projects and that are recommended to be made by the El Corazon project.

### **Year 2010 Analysis**

- Under Year 2010 traffic conditions, 18 roadway segments and one intersection would operate at an unacceptable Level of Service.
- The addition of traffic associated with the increased office square footage at PCBP would result in a significant impact on two roadway segments.
- The addition of traffic associated with the proposed changes in land use would not result in a significant impact at any study intersection.

### **Year 2020 Analysis**

- Year 2020 volumes are based on forecasts from the Combined North Cities Model (CNCM), which represents a detailing of the SANDAG Series 10 regional traffic model.
- Under Year 2020 Without Project traffic conditions, six roadway segments and one intersection would operate at an unacceptable Level of Service.
- The addition of traffic associated with the project would not have a significant impact on any roadway segments or any study intersections under Year 2020 With Project traffic conditions.

### **Peak Hour Roadway Analysis**

- Peak hour roadway level of service analysis for 2010 and 2020 traffic conditions was conducted on the roadway segments that are projected to operate at LOS “D” or worse without and with the revised PCBP project.
- The Year 2010 peak hour analysis indicated that the one corridor is projected to operate at LOS “E” or worse in the peak hour, and that the project would not cause the speed on any of the study roadway segments to decrease in speed by more than 1 mph.
- The Year 2020 peak hour analysis indicated that two roadway segments are projected to operate at LOS “E” or worse, and that the project would not cause the speed on any of the study roadway segments to decrease in speed by more than 1 mph.

### **Freeway Analysis**

- The increase in traffic due to the revised PCBP project would not have significant traffic impacts on any study freeway segment.

### **Mitigation**

- To mitigate its cumulative traffic impacts, the Revised PCBP project will be conditioned to contribute on a fair share basis to the following improvements:
  - Widening / capacity enhancements along College Boulevard between Avenida de la Plata and Olive Drive;
  - Widening of the westbound approach Oceanside Boulevard at College Boulevard.
- The project’s fair share proportion of these improvements is presented on Table 12.