AGENDA NO. 6

PLANNING COMMISSION *STAFF REPORT*

DATE: July 23, 2007

TO: Chairman and Members of the Planning Commission

FROM: Community Development Department/Planning Division

SUBJECT: **CONSIDERATION OF A DEVELOPMENT PAN (D-25-05) FOR THE DEVELOPMENT OF AN APPROXIMATELY 17,759-SQUARE FOOT COMMERCIAL CENTER ON A 1.98-ACRE SITE AT THE WESTERN TERMINUS OF COLLEGE BOULEVARD AND NORTH RIVER ROAD. THE PROJECT SITE IS ZONED CS-L (SPECIAL COMMERCIAL – LIMITED) AND IS SITUATED WITHIN THE NORTH VALLEY NEIGHBORHOOD – SAN LUIS REY CROSSING – NORTH RIVER INVESTMENTS, LLC.**

RECOMMENDATION

Staff recommends that the Planning Commission by motion:

1. Adopt the Mitigated Negative Declaration for the San Luis Rey Crossing, in light of the whole record that the project will not have a significant effect on the environment, and that the Mitigated Negative Declaration reflects the independent judgment of the Planning Commission; and

2. Adopt Planning Commission Resolution No. 2007-P36 approving Development Plan (D-25-05) with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Site Review: The 1.98-acre vacant project site is located at the western terminus of College Boulevard and North River Road. The existing ground surface elevation varies from 92 feet MSL (mean sea level) at the northwesterly corner of the site to approximately 81 feet MSL at the southerly portion of the site.

The zoning designation for the subject parcel is Special Commercial - Limited (CS-L). The corresponding General Plan land use designation is Special

Commercial (SC). The site is bounded to the east by North River Road, single-family residential uses to the west and south and a public-semipublic use (substation) to the north.

Project Description: The project application is comprised of a development plan. A comprehensive sign program was initially submitted for review in conjunction with this proposal but it was subsequently withdrawn.

Development Plan No. D-25-05 represents a request for the following:

1. To develop an approximately 1.98-acre site with a 17,759-square foot commercial center and associated site improvements, pursuant to Article 43 of the Oceanside Zoning Ordinance.

The applicant proposes to construct a single story retail center, comprised of 13 suites ranging in size from 840 to 1,863 square feet, a parking lot for 90 vehicles, landscaping improvements and pedestrian and vehicular site access improvements. The entire site will be graded to accommodate the proposed development. The preliminary earthwork quantities are 4,730 cubic yards of cut, 4,040 cubic yards of fill with a net export of 690 cubic yards. Twenty-six percent of the site will be landscaped.

The proposed building architecture is a contemporary interpretation of Spanish/Mediterranean design. Clay tile roofing materials and stucco exterior complement the architectural theme. The structure has been sited along the westerly property line with staggered setbacks providing a minimum of 15 feet setback to the westerly property line and between 55 and 195 feet between the retail center and residential structures to the west.

ANALYSIS

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

1. General Plan
2. Zoning Ordinance

KEY PLANNING ISSUES

1. General Plan conformance

A. Land Use Element I. Community Enhancement

Goal The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

The design of the retail center exhibits a fairly conventional design solution in terms of massing and architectural composition. Staff has determined that a more creative, less repetitive architectural module design solution would be desirable at this location. Furthermore staff finds that the building design could be modified to incorporate a unique architectural focal point at the terminus of College Boulevard.

Objective 1.12 Land Use Compatibility: To minimize conflicts with adjacent or related land uses.

The proposed project is consistent with the General Plan Land Use Map designation on the subject property – Special Commercial (SP) - and compatible with surrounding residential, commercial, open space and public-semi public uses. Table 1 provides comparisons between existing land uses, general plan and zoning designation on adjoining properties.

Table 1. Land Use compatibility with surrounding developments

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	SC	CS-L	Commercial/ Retail
North of the site	CL	PS	SDG& E Substation
East of the site	NC and OS	CN and OS	Vacant neighborhood commercial site and open space/ San Luis Rey River
South of the site	SFD-R	RS	SFD - residential
West of the site	SFD-R	RS	SFD - residential

B. Land Use Element II. Community Development

Goal: The continual long term enhancement of the community through the development and use of land which is appropriate and orderly with respect to type, location, timing, and intensity.

Objective 2.2 Commercial development: To promote and preserve a balance of successful markets and services in aesthetic, people-oriented associations that are compatible and organized to surrounding land uses.

The proposed development will implement General Plan goals and objectives through establishment and operation of lower intensity land uses on the project site, as set forth by the General Plan for the

College/Vandergrift site. The project will contribute to the enhancement of the community by incorporating adequate on-site improvements. Required project off-site improvements and payment of fees are identified in staff's resolution. The proposed architectural design could be further improved, therefore staff recommends that the proposed building elevations should be modified and resubmitted for consideration and approval by the Planning Commission.

Policy 2.245 College/Vandergrift: The design and location of buildings, landscaping signage, parking areas, walls, fences and other structures or features shall maximize protection to the adjacent single-family development. High intensity, highway oriented uses or uses which generally operate outside of normal hours, including but not limited to drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores and other such uses which are out of character with the surrounding neighborhood shall be prohibited. Any project related application shall file a Master Development Plan.

The retail center's building siting, parking location, and perimeter wall design contribute to the project's compatibility with the adjoining residential neighborhood. The recommended conditions of project approval include provisions which require: a) the review and approval of a comprehensive sign program for the center prior to issuance of sign permits; and b) limit the establishment of drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores and other such uses which are out of character with the surrounding neighborhood. As such the proposed development will be in compliance with General Plan policy 2.245.

2. Zoning Compliance

The proposed project is in compliance with applicable development standards for the CS-L zoning district. Table 2 summarizes proposed and applicable requirements for the San Luis Rey Crossing development.

Table 2. Development standards

	REQUIRED STANDARDS	PROPOSED STANDARDS
LOT SIZE	10,000 sq. ft. (min)	86,248.8 sq. ft.
PARKING SPACES	71 spaces	90 spaces
FRONT YARD	15-ft. (min)	65-ft.
INTERIOR SIDE YARD	15-ft. (min) to residential	220-ft. (min)
REAR YARD	15-ft. (min)	15-ft.
COVERAGE	50% (max)	20.6%
FAR	1.0	0.2

HEIGHT	50-ft. (max)	40-ft. (max)
LANDSCAPING	15% (min)	26%

DISCUSSION

Issue: The applicant proposes to construct a retail center on a highly visible and unique location at the terminus of College Boulevard, north of San Luis Rey River. The project's architecture utilizes quality building materials on repetitive design modules and frequently encountered conventional strip retail center design features.

The General Plan advocates high quality, aesthetically pleasing development. The design of the retail center - although in compliance with applicable zoning standards - exhibits a fairly conventional design solution in terms of massing and architectural composition. Staff has determined that a more creative architectural design solution would be desirable at this location. Staff finds that the building design could be modified to incorporate an architecturally distinctive focal point at the terminus of College Boulevard without impacting the proposed building footprint. Furthermore staff has concluded that the project design stands to benefit from a less repetitive architectural module design solution.

Recommendation: Staff's concerns are related to the building architecture, not necessarily the building footprint or building siting. Therefore staff recommends conditional approval of the project contingent upon modification of the architectural design. Staff has included a condition in the attached resolution of project approval that requires revision(s) to the proposed elevations to address this outstanding issue. More specifically the condition requires revised architectural plans to be submitted by the applicant for consideration and approval by the Planning Commission prior to issuance of building permits.

ENVIRONMENTAL DETERMINATION

The proposed project has been reviewed pursuant to the California Environmental Quality Act (CEQA) and an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared. The environmental analysis concluded that the project will not have a significant effect on the environment.

PUBLIC NOTIFICATION

Legal notice was published in the North County Times and notices were sent to property owners of record within a 300-foot radius of the subject property, and individuals/organizations requesting notification, applicant, and interested parties.

SUMMARY

The proposed project is in substantial compliance with goals objectives and policies set forth by the General Plan with the exception of architectural design aesthetics. In order to address this issue and bring the project in full compliance with General Plan goals staff finds that the building architecture should be modified and revised elevations should be submitted by the applicant for consideration and approval by the Planning Commission prior to issuance of building permits. Staff recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration for the San Luis Rey Crossing, in light of the whole record that the project will not have a significant effect on the environment, and that the Mitigated Negative Declaration reflects the independent judgment of the Planning Commission; and

2. Adopt Planning Commission Resolution No. 2007-P38 approving Development Plan (D-25-05) with findings and conditions of approval attached herein.

PREPARED BY:

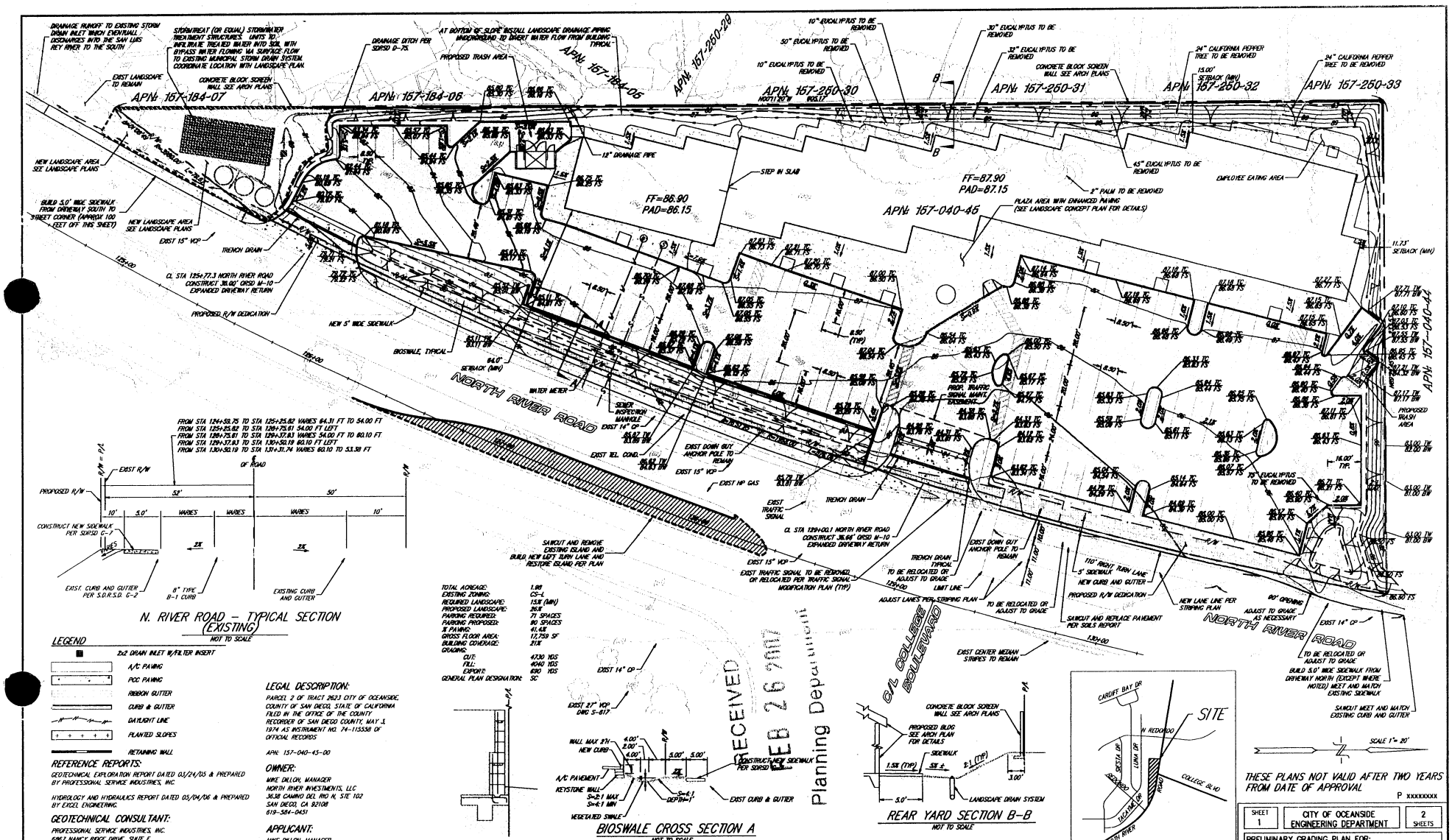
Amy Volzke
Principal Planner

SUBMITTED BY:

Jerry Hittleman
City Planner

AV/fil

Attachments:
1. Plans/Site Map
2. Planning Commission Resolution No. 2007-P38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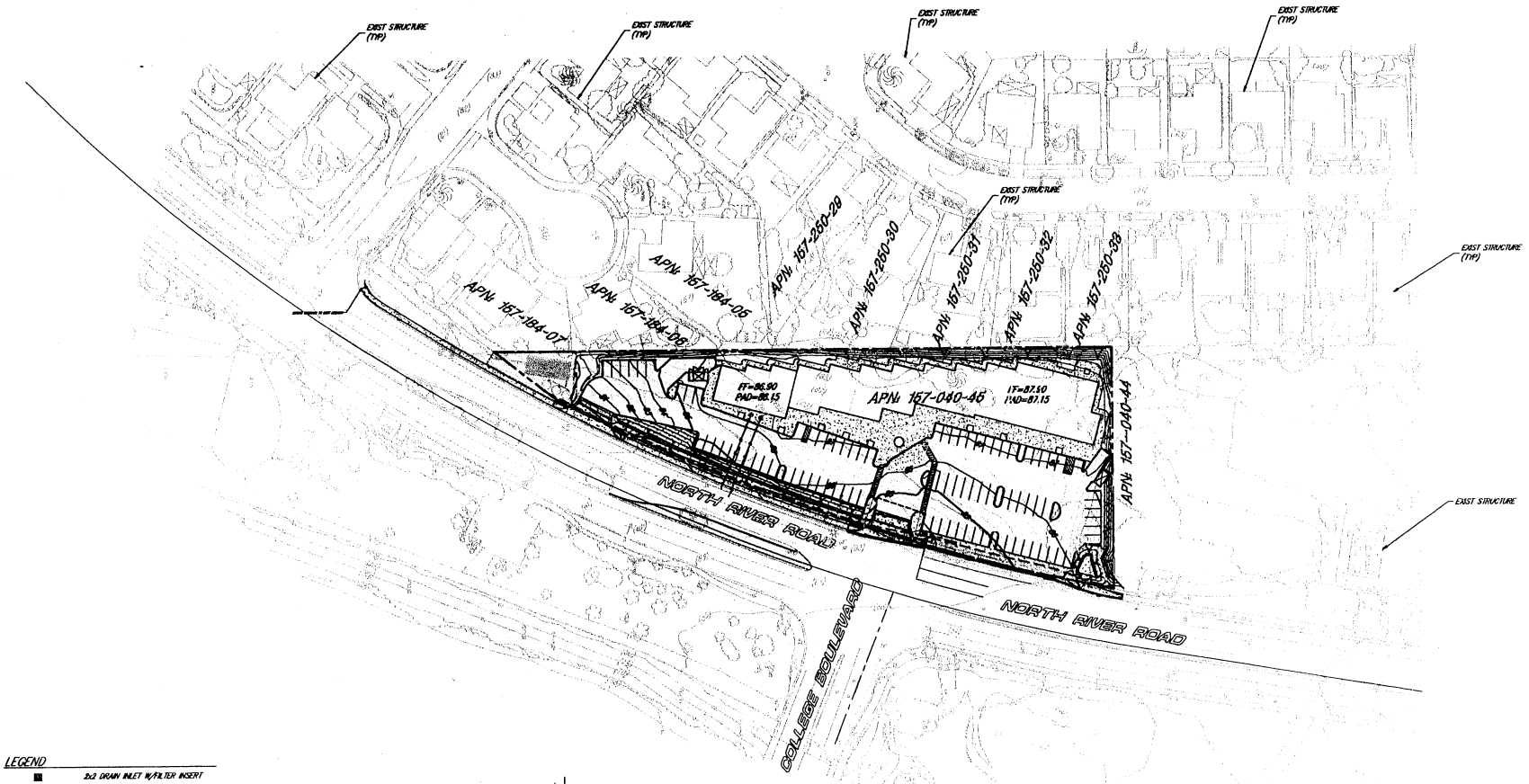
APN: 157-184-06
APN: 157-184-05
APN: 157-260-28
APN: 157-260-30
APN: 157-260-31
APN: 157-260-32
APN: 157-260-33
APN: 157-040-45
APN: 157-040-44
NORTH RIVER ROAD
G/L COLLEGE BOULEVARD
FF=86.90
PAD=86.15
FF=87.90
PAD=87.15
PROPOSED TRASH AREA
EMPLOYEE EATING AREA
PLAZA AREA WITH ENHANCED PAVING (SEE LANDSCAPE CONCEPT PLAN FOR DETAILS)
NEW LANDSCAPE AREA SEE LANDSCAPE PLANS
BUILD 5.0' WIDE SIDEWALK FROM DRIVEWAY SOUTH TO STREET CORNER (APPROX 100 FEET OFF THIS SHEET)
EXIST 15" VCP
TRENCH DRAIN
PROPOSED R/W DEDICATION
NEW 5' WIDE SIDEWALK
BIOSWALE, TYPICAL
WATER METER
EXIST TEL COND
EXIST 15" VCP
EXIST HP GAS
EXIST TRAFFIC SIGNAL
SAWCUT AND REMOVE EXISTING ISLAND AND BUILD NEW LEFT TURN LANE AND RESTORE ISLAND PER PLAN
EXIST 15" VCP
EXIST TRAFFIC SIGNAL TO BE REMOVED OR RELOCATED PER TRAFFIC SIGNAL MODIFICATION PLAN (TYP)
TRENCH DRAIN TYPICAL TO BE RELOCATED OR ADJUST TO GRADE
LIMIT LINE
ADJUST LANES PER STRIPING PLAN
TO BE RELOCATED OR ADJUST TO GRADE
SAWCUT AND REPLACE PAVEMENT PER SOILS REPORT
EXIST CENTER MEDIAN STRIPES TO REMAIN
110' RIGHT TURN LANE
5' SIDEWALK
NEW CURB AND GUTTER
PROPOSED R/W DEDICATION
NEW LANE LINE PER STRIPING PLAN
90' OPENING
ADJUST TO GRADE AS NECESSARY
EXIST 14" CP
TO BE RELOCATED OR ADJUST TO GRADE
BUILD 5.0' WIDE SIDEWALK FROM DRIVEWAY NORTH (EXCEPT WHERE NOTED) MEET AND MATCH EXISTING SIDEWALK
SAWCUT MEET AND MATCH EXISTING CURB AND GUTTER
SCALE 1" = 20'
THESE PLANS NOT VALID AFTER TWO YEARS FROM DATE OF APPROVAL
P XXXXXXX
N. RIVER ROAD - TYPICAL SECTION (EXISTING)
NOT TO SCALE
LEGEND
2x2 DRAIN INLET W/FILTER INSERT
A/C PAVING
PCC PAVING
RIBBON GUTTER
CURB & GUTTER
DAYLIGHT LINE
PLANTED SLOPES
RETAINING WALL
REFERENCE REPORTS:
GEOTECHNICAL EXPLORATION REPORT DATED 03/24/05 & PREPARED BY PROFESSIONAL SERVICE INDUSTRIES, INC.
HYDROLOGY AND HYDRAULICS REPORT DATED 05/04/06 & PREPARED BY EXCEL ENGINEERING
GEOTECHNICAL CONSULTANT:
PROFESSIONAL SERVICE INDUSTRIES, INC.
6867 NANCY RIDGE DRIVE, SUITE E
SAN DIEGO, CA 92121
858-455-0344
PROJECT NO. 059-5507
EXCEL ENGINEERING
LAND PLANNING - CIVIL ENGINEERING - SURVEYING
440 STATE PLACE - ESCONDIDO, CA 92029
(760) 745-8118 - FAX (760) 745-1890
LEGAL DESCRIPTION:
PARCEL 2 OF TRACT 2623 CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 3, 1974 AS INSTRUMENT NO. 74-115338 OF OFFICIAL RECORDS
APN: 157-040-45-00
OWNER:
MIKE DILLON, MANAGER
NORTH RIVER INVESTMENTS, LLC
3538 CAMINO DEL RIO N, STE 102
SAN DIEGO, CA 92108
619-584-0451
APPLICANT:
MIKE DILLON, MANAGER
NORTH RIVER INVESTMENTS, LLC
3538 CAMINO DEL RIO N, STE 102
SAN DIEGO, CA 92108
619-584-0451
APPLICANT'S REPRESENTATIVE:
THE LIGHTFOOT PLANNING GROUP
5750 FLEET ST, STE 250
CARLSBAD, CA 92008
760-692-1924
TOTAL ACREAGE: 1.98
EXISTING ZONING: CS-L
REQUIRED LANDSCAPE: 15% (MIN)
PROPOSED LANDSCAPE: 26%
PARKING REQUIRED: 71 SPACES
PARKING PROPOSED: 80 SPACES
% PAVING: 41.4%
GROSS FLOOR AREA: 17,759 SF
BUILDING COVERAGE: 21%
GRADING:
CUT: 4730 YDS
FILL: 4040 YDS
EXPORT: 690 YDS
GENERAL PLAN DESIGNATION: SC
TYPICAL RETAINING WALL DETAIL (REGIONAL STANDARD TYPE 4)
NOT TO SCALE
BIOSWALE CROSS SECTION A
NOT TO SCALE
REAR YARD SECTION B-B
NOT TO SCALE
VICINITY MAP
NO SCALE
SITE
CARDIFF BAY DR
N REDONDO
SIESTA DR
LUNA DR
BOCADO
VIZCAINO DR
NORTH RIVER
COLLEGE BLVD
IMPORTANT NOTICE
SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A UNE ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIGALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT
TOLL FREE 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG
APPROVED CHANGES
NO. | DESCRIPTION | APPVD BY | DATE
BENCHMARK
SET BRASS SCREW AND/OR ASHER STAMPED CGS BM A38 AT TOP OF CURB OF EAST POINT OF CURVE OF NORTHEAST RETURN OF NORTH RIVER ROAD AND AVE. DESCANSO.
1983 ADJUSTED ELEVATION = 066.947 FEET
SHEET 1
CITY OF OCEANSIDE ENGINEERING DEPARTMENT
2 SHEETS
PRELIMINARY GRADING PLAN FOR:
SITE DEVELOPEMENT PLAN FOR:
SAN LUIS REY CROSSING
D-25-05
APPROVED
CITY ENGINEER
ENGINEER OF WORK
ROBERT D. DENTINO RCE 45629
CHECKED BY
APPROVAL DATE
PGP-1
PLOT DATE: Feb 20, 2007 - 4:24am



SCALE 1" = 50'

LEGEND

- 2x2 DRAIN INLET W/FILTER INSERT
- A/C PAVING
- PCC PAVING
- RIBBON GUTTER
- CURB & GUTTER
- DAYLIGHT LINE
- PLANTED SLOPES
- RETAINING WALL (BY SEP. PERMIT)

THESE PLANS NOT VALID AFTER TWO YEARS FROM DATE OF APPROVAL

P XXXXXXXX

SHEET 2	CITY OF OCEANSIDE ENGINEERING DEPARTMENT	2 SHEETS

PRELIMINARY GRADING PLAN FOR:
SITE DEVELOPEMENT PLAN FOR:
SAN LUIS REY CROSSING

APPROVED

MARLA DOYLE RCE 35086 CITY ENGINEER

ENGINEER OF WORK: ROBERT D. DENTINO RCE 45629

CHECKED BY

APPROVAL DATE

PGP-2

EXCEL ENGINEERING
LAND PLANNING - CIVIL ENGINEERING - SURVEYING
440 STATE PLACE - ESCONDIDO, CA 92029
(760) 745-8118 - FAX (760) 745-1890

0 50 100 150 200

REGISTERED PROFESSIONAL ENGINEER ROBERT D. DENTINO CIVIL STATE OF CALIFORNIA

IMPORTANT NOTICE
SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIGALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT
TOLL FREE 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG

NO.	DESCRIPTION	APPVD BY	DATE

APPROVED CHANGES

BENCHMARK
SET BRASS SCREW AND/OR ASHER STAMPED COS BM A38 AT TOP OF CURB OF EAST POINT OF CURVE OF NORTHEAST RETURN OF NORTH RIVER ROAD AND AVE. DESCANSO
1983 ADJUSTED ELEVATION = 666.947 FEET

PLOT DATE: Feb 20, 2007 - 4:26am

DEVELOPMENT REGULATIONS:

	REQUIRED	PROPOSED
MINIMUM LOT AREA	10,000 S.F.	86,268 S.F.
FRONT YARD	15'	64'MIN.
SIDE YARD	-	11.7'MIN.
REAR YARD	15	15'MIN.
MAXIMUM BUILDING HEIGHT	50'	40'MAX.
MAXIMUM LOT COVERAGE	80%	21%
MINIMUM SITE LANDSCAPING	15%	26%

DEVELOPMENT TEAM

OWNER NORTH RIVER INVESTMENTS, LLC.
5938 CAMINO DEL RIO NORTH, SUITE-107
SAN DIEGO, CA. 92108

CIVIL ENGINEER:EXCEL ENGINEERING
440 STATE PLACE
ESCONDIDO, CA. 92029

PLANNING AND LANDSCAPE THE LIGHTFOOT PLANNING GROUP
5780 FLEET STREET, SUITE-250
CARLSBAD, CA. 92008

ARCHITECT PROGRESSIVE IMAGES IN ARCHITECTURE AND PLANNING
24665 RANCHO SANTA TERESA
RAMONA, CA. 92065

CITY NOTES:

1.PER SECTION 2.245 OF THE CITY'S LAND USE ELEMENT, HIGH INTENSITY HIGHWAY ORIENTED USES OR USES WHICH GENERALLY OPERATE OUTSIDE OF NORMAL BUSINESS HOURS, INCLUDING BUT NOT LIMITED TO DRIVE-THROUGH RESTAURANTS,CONVENIENCE MARKETS, GAS STATIONS CAR WASHES,AUTO PARTS OR REPAIR STORES AND OTHER SUCH USES WHICH ARE OUT OF CHARACTER WITH THE SURROUNDING NEIGHBORHOOD SHALL BE PROHIBITED.

2.PROJECT SHALL MEET ALL STATE AND LOCAL BUILDING CODES

3.PROJECT SHALL MEET ALL STATE'S DISABLED ACCESSIBILITY REGULATIONS 2001CALIFORNIA BUILDING CODE,CHAPTER 11 B

4.ALL ELECTRICAL,COMMUNICATION,CATV,ETC.SERVICE LINES WITHIN THE EXTERIOR LINES OF THE PROPERTY SHALL BE UNDER GROUND.

5.ALL OUTDOOR LIGHTING MUST COMPLY WITH CHAPTER 39 OF THE CITY CODE(LIGHT POLLUTION ORDINANCE).

6.THE DEVELOPER SHALL MONITOR, SUPERVISE AND CONTROL ALL CONSTRUCTION AND SUPPORTING ACTIVITIES SO AS TO PREVENT THESE ACTIVITIES FROM CAUSING A PUBLIC NUISANCE, INCLUDING,BUT NOT LIMITED TO,STRICT COHERENCE TO THE FOLLOWING:

OCEANSIDE CITY CODE CHAPTER 38.

OCEANSIDE CITY CODE 19.17

7.THIS DESIGN SHALL MEET ALL THE REQUIREMENTS OF THE RECENT CODE CHANGES, THE 2002 NEC(AS OF AUG.1,2005),2005 ENERGY STANDARDS (AS OF OCT.1,2005)

8. GRAFFITI WILL BE REMOVED 24 HOURS OF OCCURRENCE, AND THE WALLS SHALL BE COLORED TO MATCH THE EXISTING COLORS.WHERE COLORS HAVE FADED AND /OR SECTIONS OF COLOR DO NOT MATCH, THE PROPERTY OWNER SHALL ASSURE ENTIRE SECTIONS ARE PAINTED IN ORDER TO ACHIEVE FLUIDITY.

9 ALL LANDSCAPE SETBACKS COMPLY WITH AND EXCEED LANDSCAPE ORD.3019(E)

10. LANDSCAPE COMPLIES TO SECTION 1130 PER CITY STANDARDS.

BUILDING DATA:

BUILDING AREA=17,759 S.F.

SITE AREA=86,268 S.F.,1.98 AC.

TOTAL PARKING REQUIRED-71 SPACES

TOTAL PARKING PROVIDED-90 SPACES

PARKING RATIO: 1 PER 250 S.F. OF RETAIL

FOR OVER 5,000 S.F.

86 STANDARD SPACES

4 HANDICAPPED SPACES

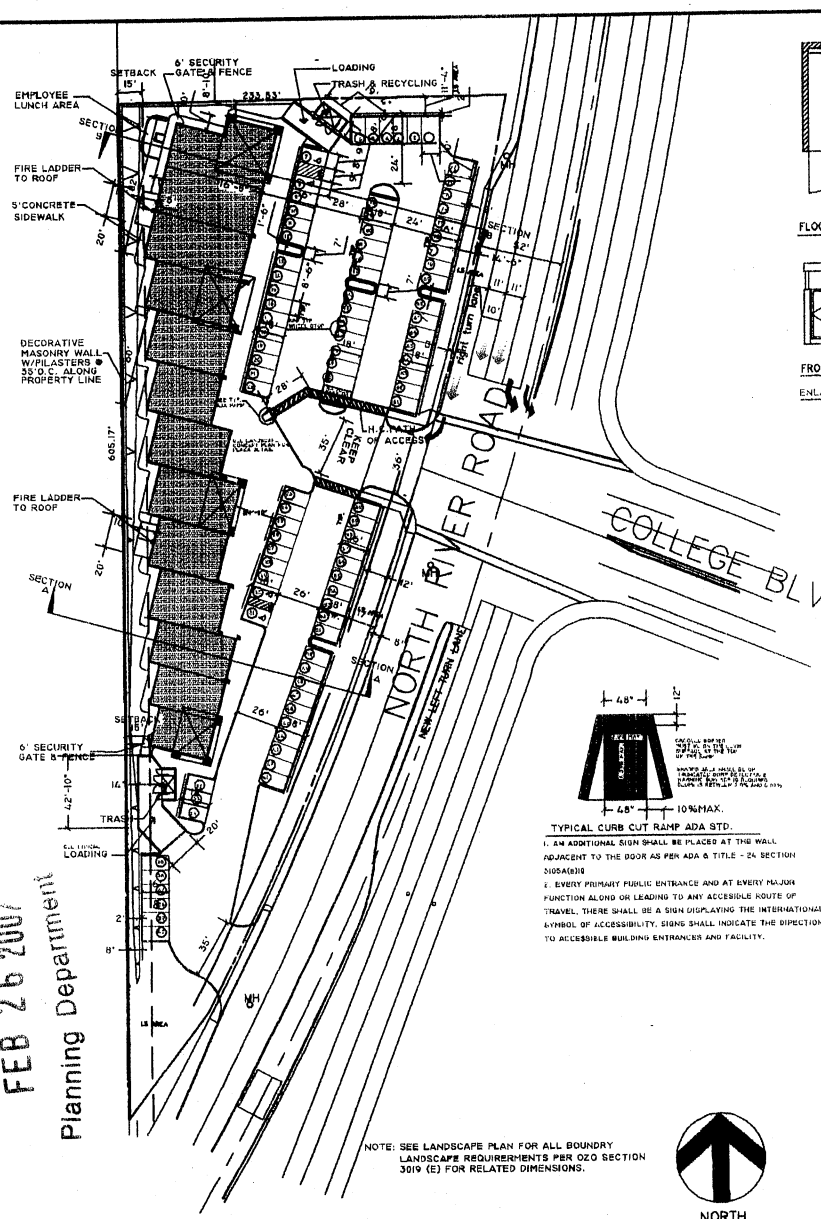
2-12'X30'X14' LOADING SPACES REQUIRED FOR 17,759 S.F. OF RETAIL SALES PER GROUP 1 USE CLASSIFICATION IN SCHEDULE B.

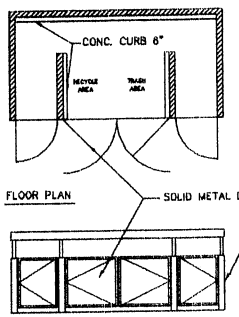
EXISTING ZONING: CS-L SPECIAL COMMERCIAL-LIMITED

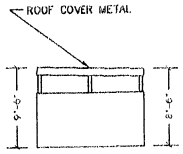
GENERAL PLAN LAND USE: GC-SPECIAL COMMERCIAL

PROPOSED USE: COMMERCIAL RETAIL

EXISTING LAND USE: VACANT LOT

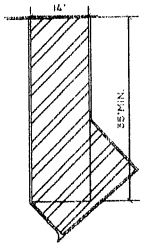




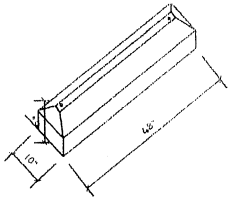


8X8X16" CMU SPLIT FACE

ENLARGED TRASH ENCLOSURE



TYPICAL LOADING SPACE

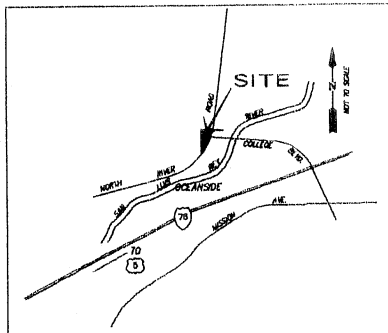


EXAMPLE OF TYPICAL WHEEL STOP IF REQUIRED

TYPICAL CURB CUT RAMP ADA STD.

1. AN ADDITIONAL SIGN SHALL BE PLACED AT THE WALL ADJACENT TO THE DOOR AS PER ADA & TITLE - 24 SECTION 3105A(a)10

2. EVERY PRIMARY PUBLIC ENTRANCE AND AT EVERY MAJOR FUNCTION ALONG OR LEADING TO ANY ACCESIBLE ROUTE OF TRAVEL, THERE SHALL BE A SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. SIGNS SHALL INDICATE THE DIRECTION TO ACCESSIBLE BUILDING ENTRANCES AND FACILITY.



VICINITY MAP

RECEIVED
FEB 26 2007
Planning Department

NOTE: SEE LANDSCAPE PLAN FOR ALL BOUNDRY LANDSCAPE REQUIREMENTS PER OZO SECTION 3019 (E) FOR RELATED DIMENSIONS.

NORTH
SCALE: 1"=30.0'

SITE DEVELOPMENT PLAN / PARCEL APN#157-040-45

DESIGN BY PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING

PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3206
FAX (760) 789-2915 E-MAIL bwsdesign@hughes.net

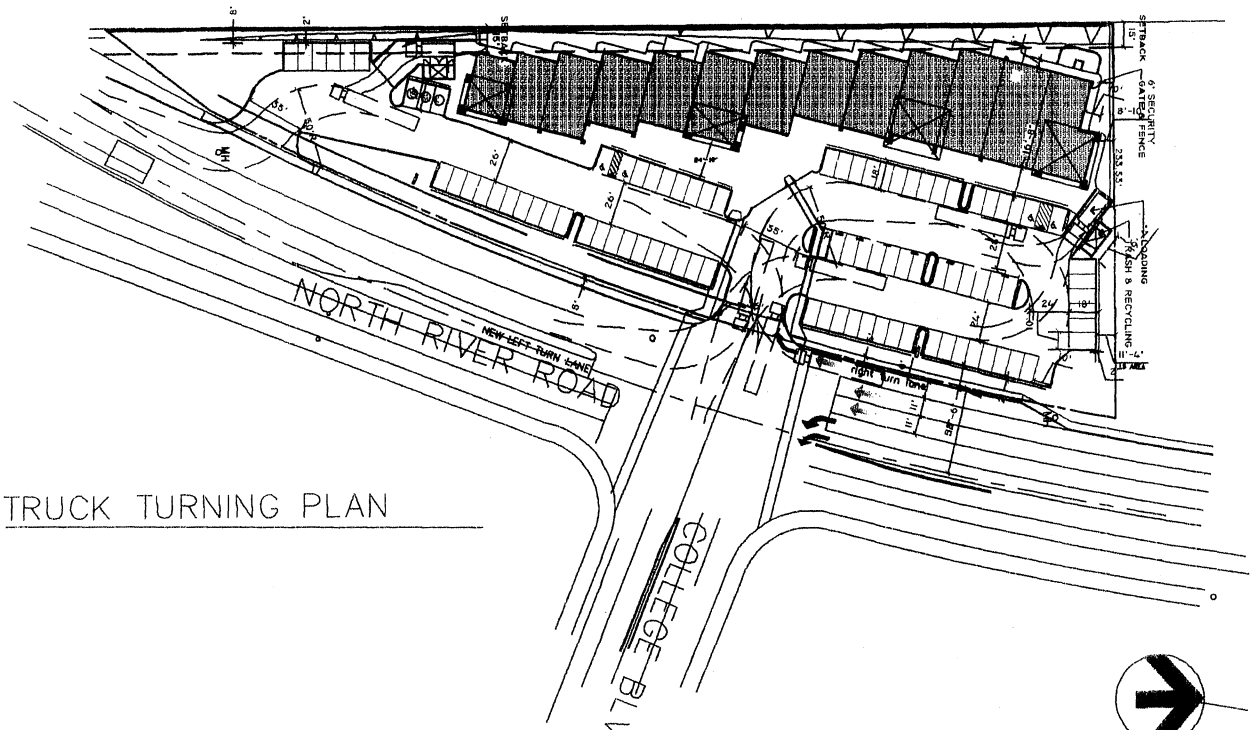
PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD , OCEANSIDE, CA. 92057

CONTENTS: SITE PLAN PRELIM

NO.	REVISIONS:	DATE

DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET A1
OF

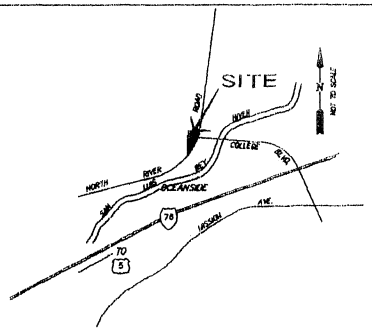
ARCHITECT-BRUCE W. STEINGRABER



TRUCK TURNING PLAN

SITE DEVELOPMENT PLAN / PARCEL APN#157-040-45

DESIGN BY PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING



VICINITY MAP

PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3269
FAX (760) 789-2915 E-MAIL bwsaia@hughes.net

PROJECT
SAN LUIS REY CROSSING
NORTH RIVER ROAD, OCEANSIDE, CA. 92057

CONTENTS
TRUCK TURNING PLAN

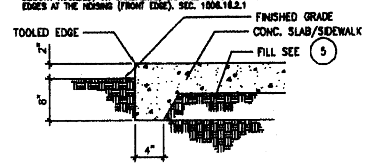
NO.	REVISIONS	DATE

DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET A1.1
OF

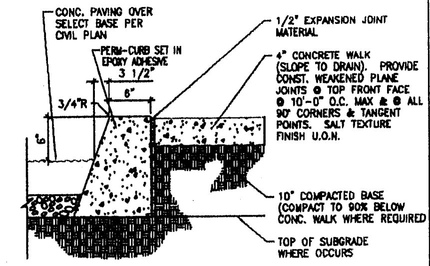
ARCHITECT-BRUCE W. STEINGRABER

HANDICAPPED GENERAL NOTES AND ADA STANDARDS

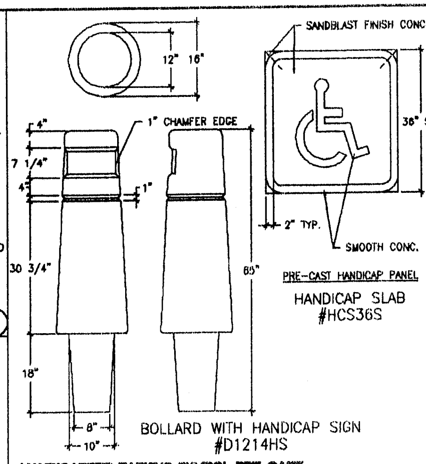
1. SITE DEVELOPMENT AND GRADING SHALL BE DESIGNED TO PROVIDE ACCESS TO ALL ENTRANCES AND EXTERIOR GROUND FLOOR EXITS AND ACCESS TO NORMAL PATHS OF TRAVEL, AND WHERE NECESSARY TO PROVIDE ACCESS. SHALL INCORPORATE PEDESTRIAN RAMPS, CURB RAMPS, ETC. SEC 1127B.1.
2. AT LEAST ONE ACCESSIBLE ROUTE WITHIN THE BOUNDARY OF THE SITE SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS ACCESSIBLE PARKING, ACCESSIBLE PASSENGER LOADING ZONES, AND PUBLIC STREETS OR SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE WHEN EVER MORE THAN ONE ROUTE IS PROVIDED. ALL ROUTES SHALL BE ACCESSIBLE SEC. 1114B.1.2.
3. PROVIDE SIGNS DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY AT EVERY PRIMARY PUBLIC ENTRANCE AND AT EVERY MAJOR JUNCTION ALONG OR LEADING TO ANY ACCESSIBLE ROUTE OF TRAVEL. SIGNS SHALL INDICATE THE DIRECTION TO ACCESSIBLE BUILDING ENTRANCES AND SHALL COMPLY WITH SECTION 1117B.5. SEC. 1127B.3.
4. WALKS AND SIDEWALKS SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING 1/2" AND SHALL BE A MINIMUM OF 48" IN WIDTH. SEC. 1023.1.
5. WHEN ABRUPT CHANGES IN LEVEL, NOT EXCEEDING 1/2" OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 12, EXCEPT THAT LEVEL CHANGES NOT EXCEEDING 1/4" MAY BE VERTICAL. SEC. 1023.4.
6. ABRUPT CHANGES IN LEVEL ALONG ANY ACCESSIBLE ROUTE EXCEEDING 1/2" SHALL COMPLY WITH THE REQUIREMENTS FOR CURB RAMPS. SEC. 1023.4.
7. WHEN THE SLOPE IN THE DIRECTION OF TRAVEL OF ANY WALK EXCEEDS 1 VERTICAL TO 20 HORIZONTAL IT SHALL COMPLY WITH THE PROVISIONS OF SEC 1007 AS A PEDESTRIAN RAMP. SEC. 1023.3.
8. WALK AND SIDEWALK SURFACES CROSS SLOPES SHALL NOT EXCEED 1/4" PER FOOT. SEC. 1023.1.3.
9. ALL ENTRANCES AND ALL EXTERIOR GROUND-LEVEL EXITS SHALL BE ACCESSIBLE IN COMPLIANCE WITH SECTION 1001.9.1.
10. ALL BUILDING ENTRANCES THAT ARE ACCESSIBLE SHALL BE IDENTIFIED WITH AT LEAST ONE STANDARD SIGN AND WITH ADDITIONAL DIRECTIONAL SIGNS, AS REQUIRED, TO BE VISIBLE TO PERSONS ALONG APPROACHING PEDESTRIAN WAYS. SEC 1117.5.7.
11. SURFACE SLOPES OF ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE THE MINIMUM POSSIBLE AND SHALL NOT EXCEED 1/4" INCH PER FOOT IN ANY DIRECTION SEC. 1129B.4.4.
12. IN EACH PARKING AREA, A BUMPER OR CURB SHALL BE PROVIDED AND LOCATED TO PREVENT ENCROACHMENT OF CARS OVER THE REQUIRED WIDTH OF WALKWAYS. SEC 1129B.4.3.
13. RAMPS SHALL NOT ENCROACH INTO ANY PARKING SPACE WITH THE EXCEPTION OF A TRANSITION RAMP FROM A LOADING/UNLOADING AREA TO AN ADJACENT SIDEWALK. THE TRANSITION RAMP SHALL BE A MINIMUM OF 48" IN WIDTH, A MAXIMUM OF 60" IN LENGTH, WITH A MAXIMUM SLOPE OF 1:12. SEC. 1129-B.4.3.
16. AN ADDITIONAL SIGN SHALL ALSO BE POSTED, IN A CONSPICUOUS PLACE, AT EACH ENTRANCE TO OFF-STREET PARKING FACILITIES, OR IMMEDIATELY ADJACENT TO AND VISIBLE FROM EACH STALL OR SPACE. THE SIGN SHALL BE NOT LESS THAN 17" X 22" IN SIZE WITH LETTERING NOT LESS THAN 1" IN HEIGHT, WHICH CLEARLY AND CONSPICUOUSLY STATES THE FOLLOWING:
   "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT THE OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED ______ OR BY TELEPHONING ______"
17. PROVIDE A CURB RAMP AT ______ SEC. 1127B.5.
18. CURB RAMPS SHALL BE A MINIMUM OF 4" IN WIDTH AND SHALL LIE GENERALLY, IN A SINGLE SLOPED PLANE, WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE SEC. 1127B.5.2.
19. THE SLOPE OF CURB RAMPS SHALL NOT EXCEED 1 VERTICAL TO 12 HORIZONTAL. SEC. 1127B.5.3.
20. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMPS, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 1:20 WITHIN 4' OF THE TOP AND BOTTOM OF THE CURB RAMP. THE SLOPE OF THE FANNED OR FLARED SIDES OF THE CURB RAMPS SHALL NOT EXCEED 1 VERTICAL TO HORIZONTAL SEC 1127B.5.3.
21. A LEVEL LANDING 4" DEEP SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP OVER ITS FULL WIDTH TO PERMIT SAVE EGRESS FROM THE RAMP SURFACE, OR THE SLOPE OF THE FANNED OR FLARED SIDES OF THE CURB RAMP SHALL NOT EXCEED 1 VERTICAL TO 12 HORIZONTAL SEC 1127B.5.4.
22. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES, EXCEPT THAT THE LOWER END OF EACH CURB RAMP SHALL HAVE A 1/2" LIP BEVELED AT 45 DEGREES. SEC. 1127B.5.3 & 1127B.5.7.
23. ALL CURB RAMP SHALL HAVE A GROOVED BORDER 12 INCHES WIDE AT THE LEVEL OF THE SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH 1127F.5.3. & 1127B.5.5.
24. ALL CURB RAMP SHALL HAVE A DETECTABLE WARNING THAT EXTENDS THE FULL WIDTH AND DEPTH OF THE CURB RAMP INSIDE THE GROOVED BORDER WHEN THE RAMP SLOPE IS LESS THAN 1 VERTICAL TO 15 HORIZONTAL DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF THE NORMAL 0.9" AT THE BASE TAPERING TO 0.45" AT THE TOP, A HEIGHT OF NORMAL 0.2" AND A CENTER-TO-CENTER SPACING OF NORMAL 2.35", IN COMPLIANCE WITH SECTION 12-31-102, STATE REFERENCED STANDARDS CODE THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE INTEGRAL PART OF THE WALKING SURFACE TREATMENT. SEC 1127B.5.9.
25. SURFACES SHALL BE STABLE, FIRM AND SLIP-RESISTANT AND SHALL BE OF A CONTRASTING FINISH FROM THE ADJACENT SIDEWALK. SEC 1127B.5.6.
26. WATER CLOSET COMPARTMENTS SHALL BE EQUIPPED WITH A DOOR THAT HAS AN AUTOMATIC-CLOSING DEVICE, AND SHALL HAVE A CLEAR, UN OBSTRUCTED OPENING WIDTH OF 32" WHEN LOCATED AT THE END AND 34" WHEN LOCATED AT THE SIDE WITH THE DOOR POSITIONED AT AN ANGLE OF 90 DEGREES FROM ITS CLOSED POSITION. SEC. 1115B.7.1.3.
27. WHEN STANDARD COMPARTMENT DOORS ARE USED, WITH A MINIMUM 9" CLEARANCE FOR FOOTRESTS UNDERNEATH AND A SELF-CLOSING DEVICE, CLEARANCE AT THE STRIKE EDGE AS SPECIFIED IN SECTION 1004.9.2.2. IS NOT REQUIRED. SEC. 1115B.7.1.3.
28. THE INSIDE AND OUTSIDE OF THE COMPARTMENT DOOR SHALL BE EQUIPPED WITH A LOOP OR U-SHAPED HANDLE IMMEDIATELY BELOW THE LATCH. THE LATCH SHALL BE FLIP-OVER STYLE, SLIDING OR OTHER HARDWARE NOT REQUIRING THE USER TO GRASP OR TWIST. SEC 1115.7.1.3.
29. A CLEAR FLOOR SPACE 30" BY 48" SHALL BE PROVIDED IN FRONT OF A LAVATORY TO ALLOW A FORWARD APPROACH SUCH CLEAR FLOOR SPACE SHALL ADJOIN OR OVERLAP AN ACCESSIBLE ROUTE AND SHALL EXTEND INTO KNEE AND TOE SPACE UNDERNEATH THE LAVATORY. SEC. 1115B.9.1.1.
30. WHERE TOWELS, SANITARY NAPKINS, WASTE RECEPTACLES, AND OTHER SIMILAR DISPENSING AND DISPOSAL FIXTURES ARE PROVIDED AT LEAST ONE OF EACH TYPE SHALL BE LOCATED WITH ALL OPERABLE PARTS, INCLUDING COIN SLOTS, WITHIN 40" FROM THE FINISHED FLOOR. SEC. 1115B.9.2.
31. THE GRAB BAR AND ANY WALL OR OTHER SURFACE ADJACENT TO IT SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS, EDGES SHALL HAVE A MINIMUM RADIUS OF 1/8". SEC 1115B.5.4.
32. FAUCETS AND OTHER CONTROLS FOR BATHTUBS SHALL BE LOCATED BETWEEN TOP OF TUB AND GRAB BAR SHALL BE OPERABLE WITH ONE HAND, AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 POUNDS. SEC. 1115B.6.1.4.
33. THRESHOLDS OR RECESSED DROPS AT COMPARTMENT SHOWERS SHALL BE A MAXIMUM OF 1/2" IN HEIGHT AND SHALL BE BEVELED OR SLOPED AT AN ANGLE NOT EXCEEDING 45 DEGREES FROM THE HORIZONTAL. SEC. 1115B.8.2.2.
34. COMPARTMENT SHOWER FLOORS SHALL SLOPE TOWARD THE REAR TO A DRAIN LOCATED WITHIN 6" OF THE REAR WALL, WITH A MAXIMUM FLOOR SLOPE OF 1/2" PER FOOT IN ANY DIRECTION. THE FLOOR SURFACES SHALL BE OF CARBORUNDUM OR GRIT-FACED TILE OR OF MATERIAL PROVIDING EQUIVALENT SLIP-RESISTANCE SEC. 1115B.8.2.3.
35. SOAP DISH SHALL BE LOCATED ON CONTROL WALL AT A MAXIMUM HEIGHT OF 40" ABOVE THE FLOOR.
36. ALL ENTRANCES AND ALL EXTERIOR GROUND FLOOR EXIT DOORS TO BUILDING AND FACILITIES SHALL BE MADE ACCESSIBLE TO PERSONS WITH DISABILITIES. SEC. 1001.8.1.
37. HAND ACTIVATED DOOR OPENING HARDWARE SHALL BE CENTERED BETWEEN 30" AND 40" ABOVE FLOOR. SEC 1004.3.1.
38. THE UPPER APPROACH AND THE LOWER THREAD OF EACH STAIR SHALL BE MARKED BY A STRIP OF CLEARLY CONTRASTING COLOR AT LEAST 2" AND NO MORE THAN 4" WIDE AND PLACED PARALLEL TO AND NOT MORE THAN 1" FROM THE NOSE OF THE STEP OR LANDING TO ALERT THE VISUALLY IMPAIRED. THE STRIP SHALL BE OF A MATERIAL THAT IS AT LEAST AS SLIP-RESISTANT AS THE OTHER TREADS OF THE STAIRS. A PAINTED STRIP SHALL BE ACCEPTABLE. SEC. 1006.16.1.
39. ALL TREAD SURFACES SHALL BE SLIP-RESISTANT TREADS SHALL HAVE SMOOTH ROUNDED, OR CHAMFERED, EXPOSED EDGES, AND NO ABRUPT EDGES AT THE NOSING (FRONT EDGE). SEC. 1006.16.2.1



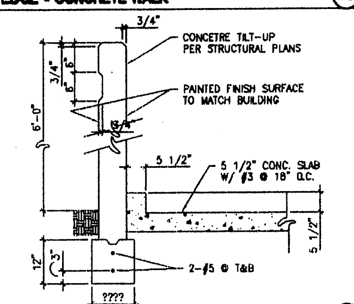
PLANTER EDGE • CONCRETE WALK (10)



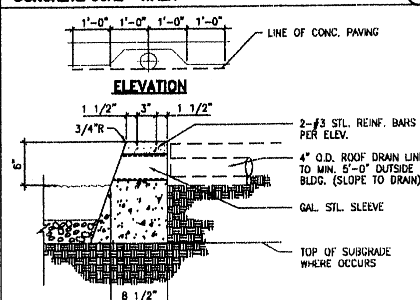
CONCRETE CURB • WALK (4)



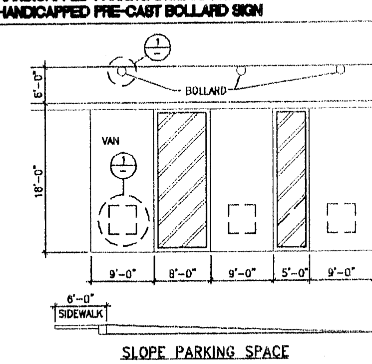
HANDICAPPED PARKING SYMBOL PRE-CAST
HANDICAPPED PRE-CAST BOLLARD SIGN (1)



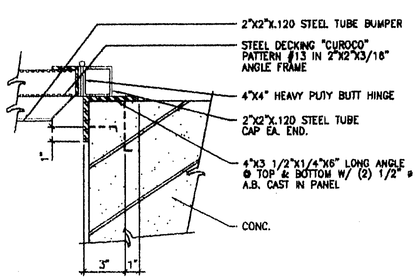
WALL SECTION • TRASH ENCLOSURE (7)



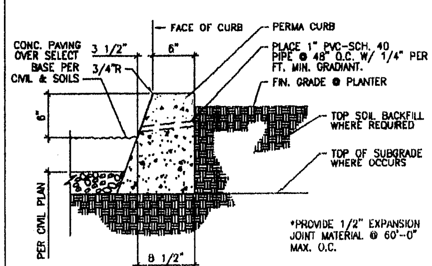
SLEEVE THRU CURB EDGE • WALK (5)



TYP. HANDICAPPED PARKING STALL (2)



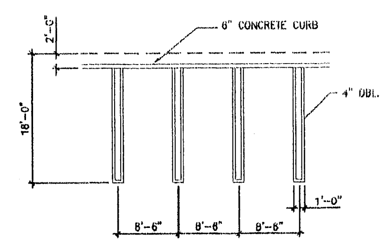
DOOR JAMB • TRASH ENCLOSURE (8)



CONCRETE CURB • PLANTER (6)

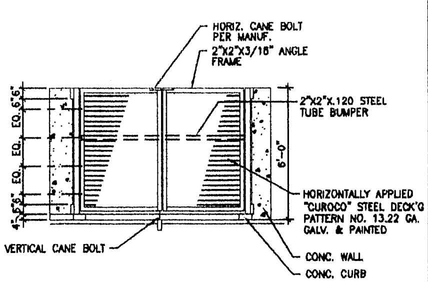
HANDICAPPED NOTES:

1. THE UPPER APPROACH AND THE LOWER TREAD OF EACH STAIR SHALL BE MARKED BY A STRIP OF CLEARLY CONTRASTING COLOR AT LEAST 2" WIDE AND PLACED PARALLEL TO AND NOT MORE THAN 1" FROM THE NOSE OF THE STEP OR LANDING. THE STRIP SHALL BE AS SLIP RESISTANT AS THE OTHER TREADS OF THE STAIR. FOR EXTERIOR STAIRS, THE UPPER APPROACH AND ALL TREADS SHALL BE MARKED.
2. TREAD SURFACES SHALL BE SLIP RESISTANT AND SMOOTH, ROUNDED OR CHAMFERED EXPOSED EDGES AND NO ABRUPT EDGES AT THE NOSING. NOEING SHALL NOT PROJECT MORE THAN 1 1/2" PAST THE FACE OF THE RISER ABOVE. RISERS SHALL BE SOLID.
3. DOORSWAYS LEADING TO MENS SANITARY FACILITIES SHALL BE IDENTIFIED BY AN EQUILATERAL TRIANGLE 1/4" THICK WITH EDGES 12" LONG AND A VORTEX POINTING UPWARD. WOMANS FACILITIES SHALL BE IDENTIFIED BY A CIRCLE, 1/4" THICK, 12" IN DIAMETER. THE REQUIRED SYMBOLS SHALL BE CENTERED ON THE DOOR AT A HEIGHT OF 60".
4. WATER CLOSET DOORS SHALL BE EQUIPPED WITH A SELF CLOSING DEVICE AND HAVE A MINIMUM 32" CLEARANCE WHEN LOCATED AT THE END. SEE SECTION 3105A(b)3.A.(iii).



NOTE: ALL CAR SPACES ARE STANDARD SIZE

TYPICAL PARKING STALLS (3)



TRASH ENCLOSURE DOORS (9)

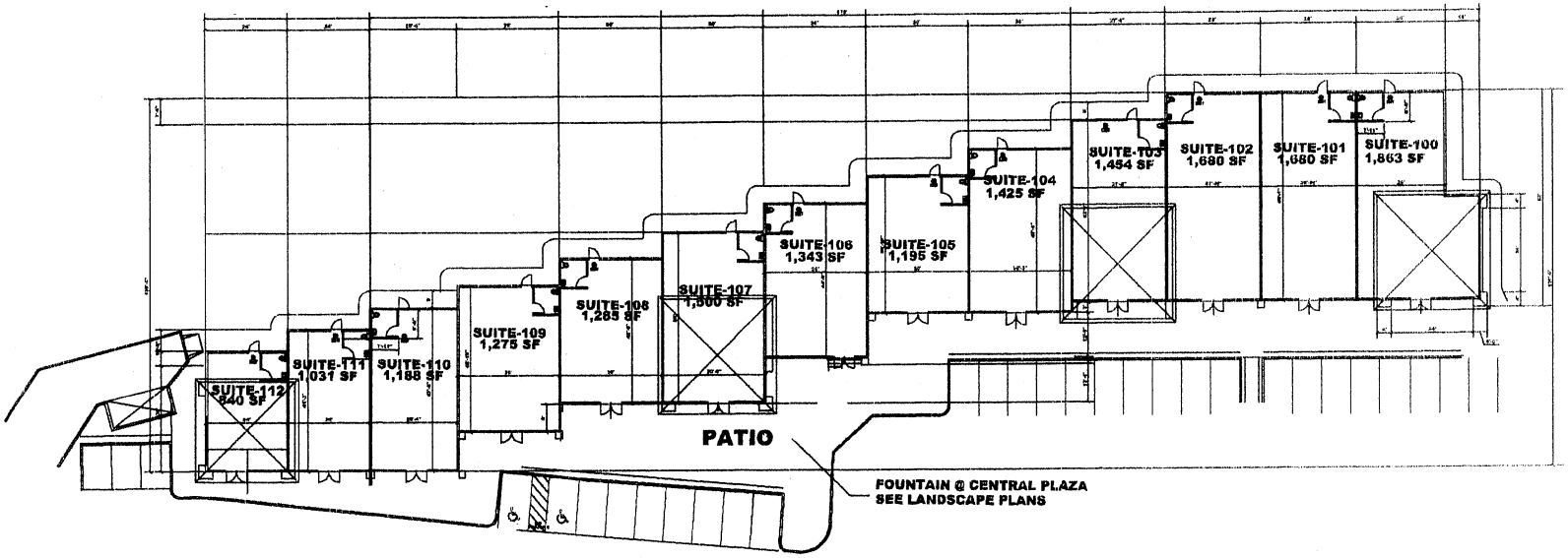
PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3269
FAX (760) 789-2915 E-MAIL bsecac@pronogearch.com
ARCHITECT-BRUCE W. STEINGRABER

PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD, OCEANSIDE CA. 92057

CONTENTS: SITE DETAILS

NO.	REVISIONS	DATE
1	BLDG. DEPT.	

DATE: 2-20-07
DRAWN: BWS
JOB NO.: 3006N
SHEET: A-2



FLOOR PLAN / DILLON CO. BUILDING AREA=17,759 SF

DESIGN BY PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING

SCALE:1/16"=1'-0"

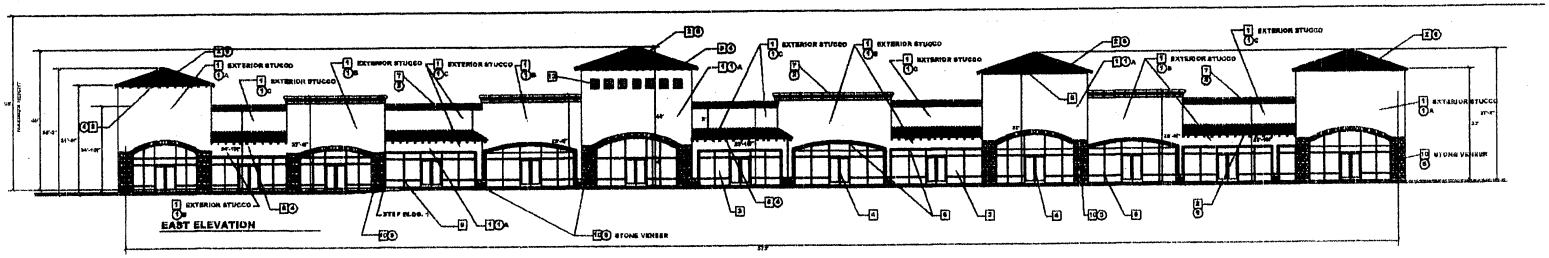
PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3266
FAX (760) 789-2915 E-MAIL breasic@hughes.net

PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD, OCEANSIDE, CA. 92057

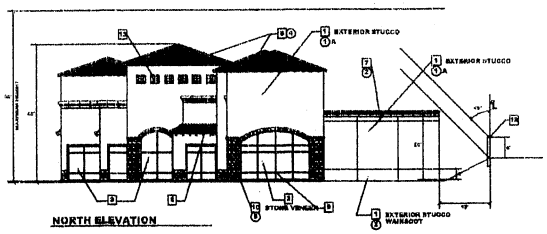
CONTENT: FLOOR PLAN

NO.	REVISIONS	DATE

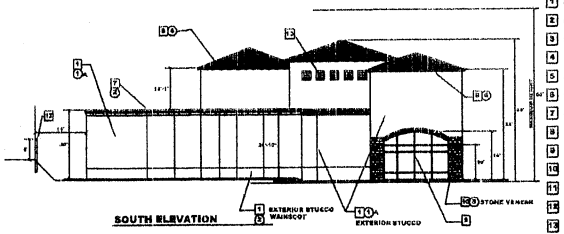
DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET A3



EAST ELEVATION



NORTH ELEVATION



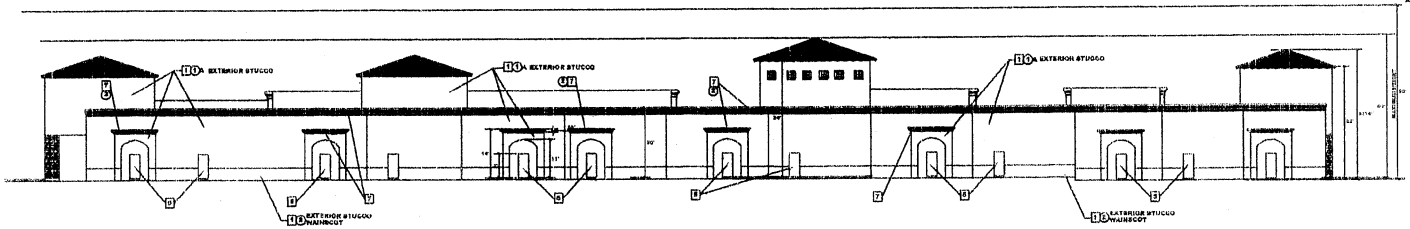
SOUTH ELEVATION

ELEVATION LEGEND

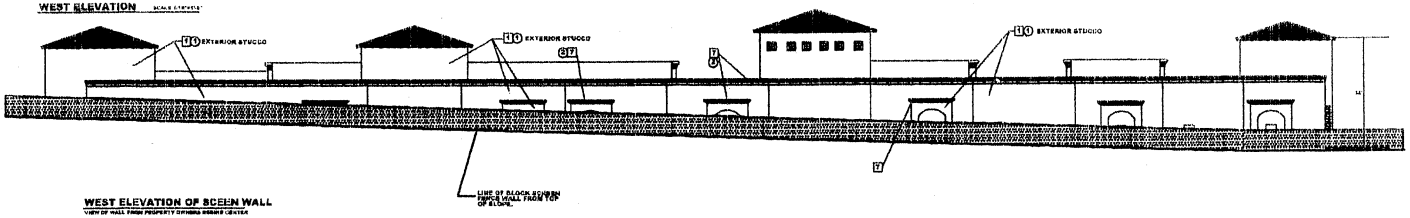
1. EXTERIOR STUCCO
2. ROOF TILE W/ CUSTOM BLEND
3. STOREFRONT GLAZING
4. STOREFRONT DOOR
5. METAL MAN DOORS
6. TRIM/STOREFRONTS
7. CORNICE TRIM
8. EXPOSED RAFTER TAILS
9. STOREFRONT MULLIONS
10. STONE VENEER
11. NOT USED
12. BLOCK FENCE
13. CLEARSTORY WINDOWS

COLOR LEGEND

1. EXTERIOR STUCCO
   MAJOR STUCCO COLOR-C:
   DS DECTOS OATMEAL COOKIE
   MAJOR STUCCO COLOR-B:
   FR 5212M PLANTATION BEIGE
   MAJOR STUCCO COLOR-C:
   PP 315-4 PONY TAIL
2. STUCCO ACCENT AT PARAPET CROWN AND AT WAINSCOT REAR OF BUILDING
   SM NO-51 DANVILLE TAN
3. RETAIL WINDOW SYSTEM
   PP 5054: GUNMETAL GREY
4. WOOD TRIM, FASCIA AND RAFTER TAILS -
   FR 5633N TWISTED BRANCH
5. STONE: ELDORADO STONE.
   SANTA BARBARA COURSED STONE W/ OXIDE DUST MORTAR: LIGHT KHAKI
   GROUT JOINTS TO BE TIGHT.
   SLIGHTLY OVERGROUTED AND SPONGED TO REVEAL SAND.
6. CLAY ROOF TILE:
   U.S. TILE, RUSTIC PALERMO/ ALTERNATE COLOR RUSTIC HARPORT-S
   WITH FAUX TWO PIECE INSTALLATION.
   WITH MUD BIRD STOPS
   A TWO PIECE STARTER COURSE & S-FIELD TILE WITH 20-TILE BOOST IN THE FIELD.
7. PRECAST: MATCH BINDER PRECAST SILVERSTONE OR MATCH SM NO-51 DANVILLE TAN
8. CONCRETE HARDSCAPE COLOR PALETTE:
   DAVIS CONCRETE MIAMI BUFF/ PALAMINO.
   CHIP REFERENCES: FRAZEE STEAM MIAMI BUFF, AND FRAZEE 52250 PALAMINO.



WEST ELEVATION



WEST ELEVATION OF SCEEN WALL
VIEW OF WALL FROM PROPERTY OWNING BEGINS CENTER

PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3269
FAX (760) 789-2915 E-MAIL bwsaid@hughes.net

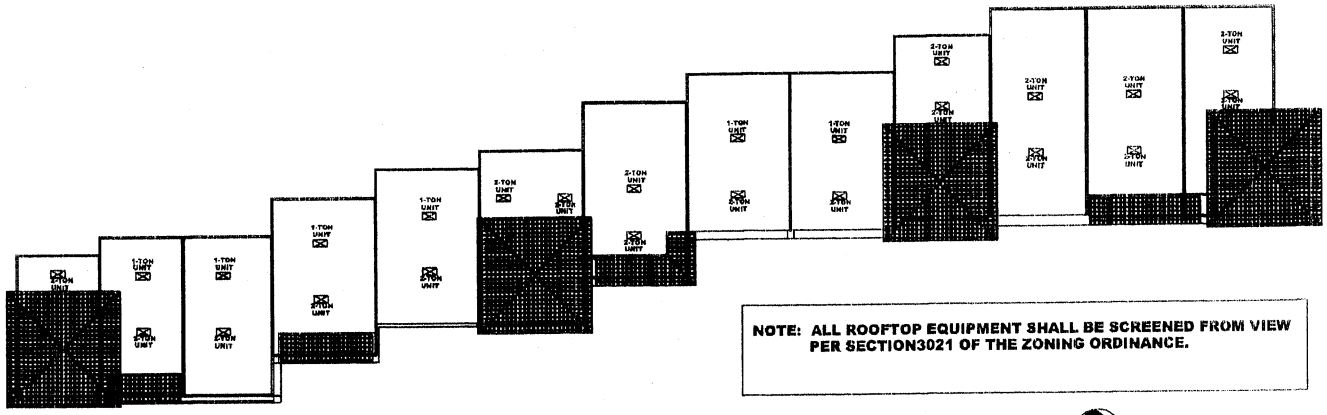
PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD, OCEANSIDE, CA. 92057

CONTENTS: EXT. ELEVATIONS

NO.	REVISIONS	DATE

DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET A4

ARCHITECT-BRUCE W. STEINGRABER



NOTE: ALL ROOFTOP EQUIPMENT SHALL BE SCREENED FROM VIEW PER SECTION3021 OF THE ZONING ORDINANCE.

SCALE:1/16"=1'-0"

ROOF PLAN / DILLON CO.
DESIGN BY PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING

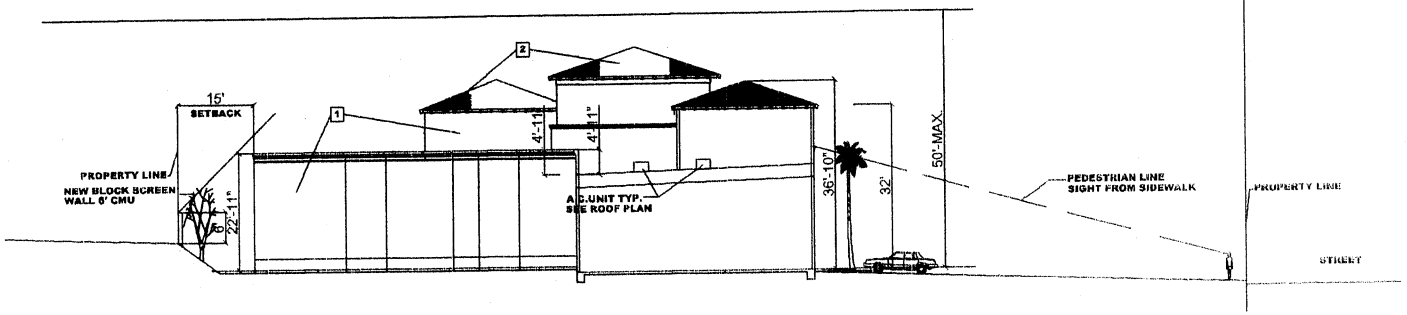
PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24565 RAMONA SANTA TERESA
Ramona, Ca. 92065 (760) 789-3266
FAX (760) 789-2815 E-MAIL bwsdn@hughes.net

PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD , OCEANSIDE, CA. 92057

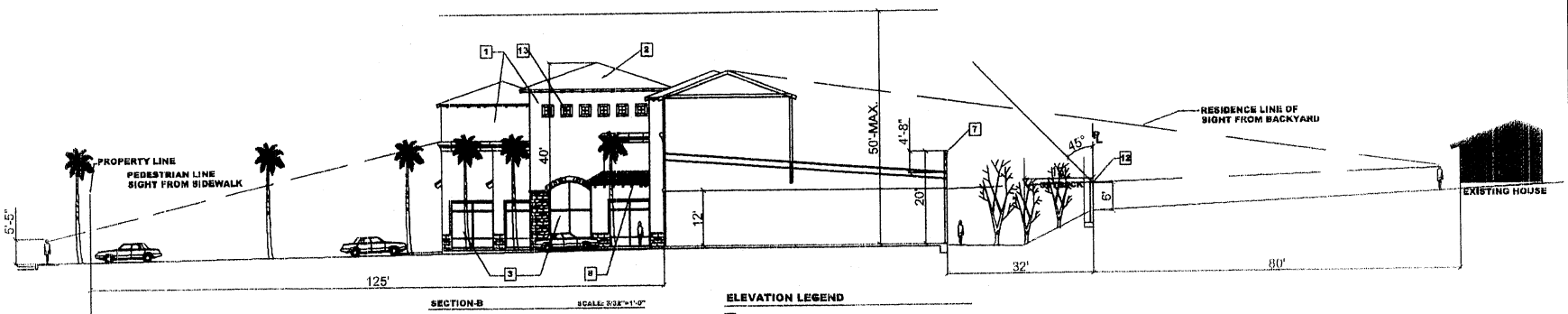
CONTENTS: ROOF PLAN

NO.	REVISIONS	DATE

DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET A5



SECTION-A



SECTION-B

SCALE: 3/32"=1'-0"

ELEVATION LEGEND

1. EXTERIOR STUCCO
2. ROOF TILE W/ CUSTOM BLEND
3. STOREFRONT GLAZING
4. STOREFRONT DOOR
5. METAL MAN DOORS
6. TRIMSTOREFRONTS
7. CORNICE TRIM
8. EXPOSED RAFTER TAILS
9. STOREFRONT MULLIONS
10. STONE VENEER
11. NOT USED
12. BLOCK FENCE
13. CLEARSTORY WINDOWS

PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
24665 RANCHO SANTA TERESA
Ramona, Ca. 92065 (760) 789-3269
FAX (760) 789-2915 E-MAIL bradlaw@hughes.net

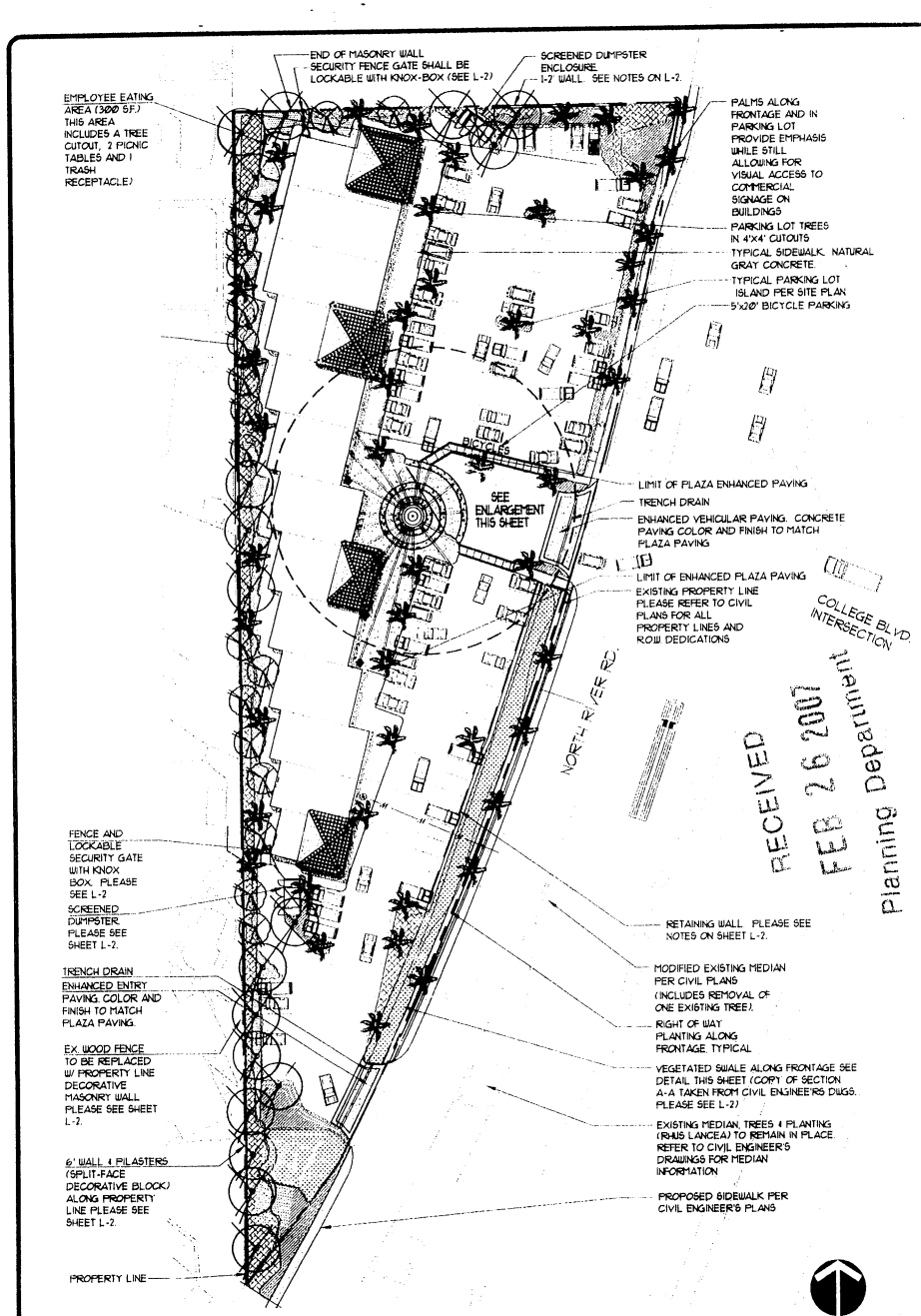
PROJECT: SAN LUIS REY CROSSING
NORTH RIVER ROAD, OCEANSIDE, CA. 92057

CONTENTS: SECTION

NO.	REVISIONS	DATE

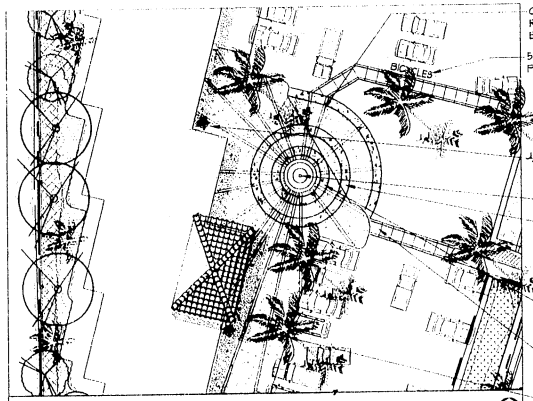
DATE: 2-23-07
DRAWN: BWS
JOB NO. 200511
SHEET: A6

ARCHITECT-BRUCE W. STEINGRABER

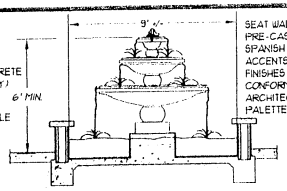


FOR UTILITIES, DRAINAGE, EXISTING TREE LOCATIONS, TREE MITIGATION SCHEDULE, ELEVATIONS AND ADDITIONAL NOTES PLEASE SEE SHEET L-2

LANDSCAPE CONCEPT PLAN SCALE: 1" = 30'



ENTRY ENLARGEMENT SCALE: 1" = 20'



PLAZA FOUNTAIN SECTIONAL ELEVATION. NOT TO SCALE

PROPOSED DECORATIVE POTS FOR SELECT LOCATIONS. POTS SHALL HAVE COLORFUL ACCENT PLANTING FOR PEDESTRIAN INTEREST.

PROPOSED TIERED FOUNTAIN WITH SEATWALL. SEE CONCEPTUAL FOUNTAIN ELEVATION ABOVE.

THE ENHANCED PAVING EXTENDS BEYOND THE CURB WHERE IT BECOMES VEHICULAR PAVING. THIS WILL FOCUS VIEWS ONTO THE FOUNTAIN AND VISUALLY EXTEND THE PLAZA. THE ENHANCED VEHICULAR PAVING WILL SERVE AS BOTH VISUAL AMENITY AND TRAFFIC CALMING DEVICE.

ENHANCED PAVING IN PLAZA AREA: COLORED CONCRETE WITH SCORING AND BANDING. BANDING SHALL BE BUFF COLOR SUCH AS DAVIS "MIAMI BUFF" AND FIELD COLOR SHALL BE ACCENT COLOR SUCH AS DAVIS "PALOMINO". FINAL COLOR SELECTION SHALL BE PER OWNER.

CROSSWALKS MAY HAVE NATURAL GRAY. BANDED CONCRETE WITH SCORED JOINTS. THE COLOR TIES TOGETHER THE TYPICAL SIDEWALK AND THE RADIAL (RAY) BANDS

PALM TREES IN 4'X4' CUTOUTS W/ PERENNIALS

CONCEPTUAL PLANT PALETTE- ONE OR MORE OF THE FOLLOWING SPECIES

VERTICAL ACCENT PALM AND/OR STREET TREE SUCH AS:
24" BOX MINIMUM
Archontophoenix cunninghamiana (King Palm)
Syagrus romanzoffianum - Queen Palm

POTTED ACCENTS SUCH AS:
5 GAL MIN. SIZE
Photinia fraseri - Fraser's Photinia Patio Tree
Tecoma (Tecomaria) capensis - Cape Honeysuckle Patio Tree
Phoenix roebelenii - Pygmy Date

EVERGREEN SCREENING TREE SUCH AS:
24" BOX MIN. SIZE
Schinus molle (California Pepper)
Tristania conferta (Lophostemon) (Brisbane Box)
Elaeocarpus decipiens - Japanese Blueberry Tree
Schinus terebinthifolius (Brazilian Pepper)

SMALL-MED OR NARROW ACCENT TREE SUCH AS:
24" BOX MIN. SIZE
Arbutus 'Marina' - Strawberry Tree Hybrid
Cassia leptophylla - Gold Medallion Tree
Tristania laurina 'Elegant' -
Maytenus boaria 'Green Showers' - Mayten
Pittosporum phillyraeoides - Willow Pittosporum
Pittosporum t. 'Silver Sheen' - NCN
Tecoma stans - Yellow Bells
Bauhinia blakeana - Hong Kong Orchid Tree
Tupidanthus (Schefflera) species - Umbrella Plant
Hymenosporum flavum - Sweetshade

VINES FOR ARCHITECTURAL TRELLISES AND WALLS:
5 GAL. MIN.
Distictis buccinatoria (Blood-red Trumpet Vine)
Trachelospermum jasminoides - (Star Jasmine)
Pandorea jasminoides (Bower Vine)

SHRUBS AND ACCENT PERENNIALS SUCH AS:
5 GAL. | GAL
Abelia grandiflora (Glossy Abelia)
Phormium hybrids (New Zealand Flax)
Pittosporum species (Pittosporum)
Rhaphiolepis 'Majestic Beauty' (India Hawthorn)
Tupidanthus arboricola (Dwf. Umbrella Plant)

PERENNIALS OR GROUNDCOVERS SUCH AS:
5 GAL., 1 GAL., FLATS
Canna species
Gaura lindheimeri (Gaura)
Festuca ovina 'Glauca' (Blue Fescue)
Bulbine frutescens - Bulbine
Agapanthus africanus
Baumea rubiginosa 'Variegata' - Baumea
Kniphofia uvaria (Red Hot Poker Plant)
Dietes spp. (Fortnight lily)
Strelitzia reginae (Bird of Paradise)
Hemerocallis hybrids (Evergreen Daylily)
Agapanthus africanus (Lily-of-the-Nile)
Miscanthus 'Purple Creek' (NCN)
Pelargonium hyb. (Ivy Geranium)
Hypericum calycinum (St. Johnswort)
Aptenia cordifolia 'Red Apple' (Red Apple)
Delosperma 'Alba' (White Trailing Ice Plant)
Armeria maritima - Thrift

SHADE TOLERANT PLANTS & GROUNDCOVERS SUCH AS:
5 GAL., 1 GAL., FLATS
Aloe species
Clivia miniata (Kaffir Lily)
Asparagus d. 'spp' (Asparagus Ferns)
Begonia cordifolia Hyb. (Heartleaf Begonia)
Erigeron karvinskyanus (Santa Barbara Daisy)
Liriope SPP. (Lilly Turf)
Microlepia strigosa (Lace Fern)
Nephrolepis species (Sword Fern)
Philodendron spp. (Philodendron)
Rumohra adiantiformis (Leatherleaf Fern)
Campanula poscharskyana (Serbian Bellflower)
Fragaria chiloensis - (Beach Strawberry)
Lysimachia nummularia (Creeping Jenny)
Soleirolelia soleirolei (Baby's Tears)

BMP- VEGETATED SWALE WITH LAYERED DRIFTS OF PLANTS SUCH AS:
5 GAL., 1 GAL., FLATS, LINERS, SOD
Slope Saver, or No Mow -Red Fescue combined with various Ornamental and Native Grasses, Sedges and Rushes biofiltration plants for StormTreat such as Calma, Acorus, Baumea, Juncus, Cyperus, Carex, Equisetum, Tulbaghia, Iris, Zantedeschia, Zephyranthes, Ruellia brittonia

The design intent would be to have the bioswales look ornamental while still performing the functions of Stormwater Best Management Practices (BMP's) in accordance with the Stormwater Plans

RIGHT-OF-WAY UNDERSTORY GROUNDCOVERS WITH ACCENT SHRUBS FROM PROJECT LANDSCAPE PALETTE SUCH AS:
5 GAL., 1 GAL., FLATS
Pelargonium Balcan Hybrids (Hyb. Ivy Geranium)
Gazania hybrid (Gazania)
Vinca major hybrid (Periwinkle)
Senecio mandraliscae (Blue Ice Plant)

LANDSCAPE CONCEPT DESIGN STATEMENT

The conceptual landscape design for the project takes the following into consideration:
Project Proximity to the San Luis Rey River Trail System
Prominent location of the project. (Terminus of College Blvd.)
Neighboring residential parcels and other edge conditions
Needs for clear sightlines into the project for signage visibility
Style of architecture and theme of project
Stormwater BMP requirements
Pedestrian and vehicular experiences of the space
The conceptual plan proposes to enhance and soften the views onto the project from the residential parcels by installing flowering trees, palms, vines on the wall and plant material which will compliment the Architectural theme for the project. A decorative masonry wall is proposed along the rear property line which will provide an attractive architectural edge to the project. The palms, fountain and plaza entry will create an upscale commercial oasis at the terminus of College Boulevard.
The sidewalks and fountain plaza are generous and accented with specialty paving, colorful pots and palm trees in hardscape cutouts in order to enhance the pedestrian experience. The plaza will serve local residents and users of the San Luis Rey Trail system. The design includes a private garden employee eating area.

PLANTING NOTES

The landscape planting will also embellish the proposed vegetated swale for Stormwater Best Management Practices. The swale planting will be incorporated into the landscape along the project frontage.
The selection of plant material is based on cultural, aesthetic, environmental sensitivity and maintenance considerations. All planting areas shall be prepared with conditioner, fertilizers, and appropriate supplements based upon soil samples taken from the site. The planting design and conceptual plant palette shall conform to current Oceanside Landscape Design Guidelines. The planting design shall foster an integration of commercial and recreational activities.
Due to construction, some existing trees on site or in the median will be removed. Mitigation for proposed removal of existing trees shall be based on the caliper of existing trees and an approved City of Oceanside Replacement Schedule.

IRRIGATION NOTES

An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low precipitation equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off. Irrigation systems shall use high quality automatic control valves, timers and other necessary irrigation equipment for proper coverage. All components shall be of non-corrosive material and any drip systems shall be adequately filtered and regulated per the manufacturer specifications.
Class 315 pressure or Schedule 40 mainline shall be buried a minimum of 18". PVC lateral lines shall be buried 12" minimum below finished grade. All mainline shall be installed per manufacturer specifications, codes and Guidelines.
All landscape and irrigation improvements shall be installed as per the provisions of the City of Oceanside Zoning Ordinance Section 3019, the City of Oceanside Landscape Design Guidelines and shall be consistent with the Stormwater BMP's.

RECEIVED FEB 26 2007 Planning Department

THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
5750 FIELD STREET, SUITE 250
CARLSBAD, CA 92008
(760) 692-1924
FAX (760) 692-1935
LIGHTFOOT@LIGHTFOOTPG.COM

REGISTERED LANDSCAPE ARCHITECT JAMES A. LIGHTFOOT 2961 STATE OF CALIFORNIA

North River Investments, LLC
San Luis Rey Crossing
Oceanside, California

Scale: 1" = 30'
Date:
Drawn By: KC
Revisions:
3/06
9/06
2/13/07
2/15/07

Landscape Concept Plan

Job # 1007.012

L-1

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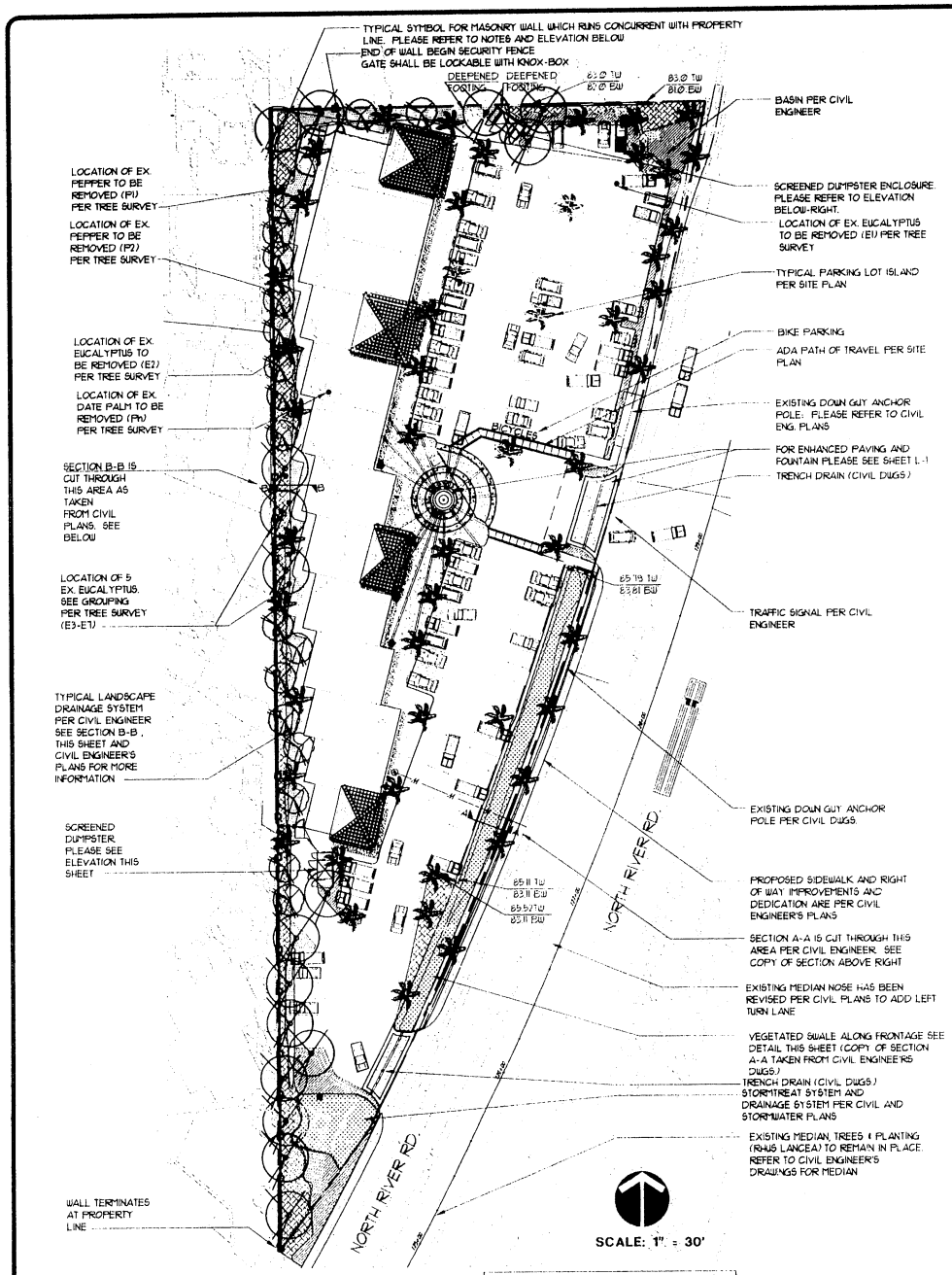


LANDSCAPE CONCEPT PLAN

TREE INVENTORY

THE FOLLOWING TREES ARE INCLUDED ON THE SAN LUIS REY CROSSING SITE WITH LEGEND IN PREPARATION FOR REPLACEMENT SCHEDULE AS MITIGATION FOR THE REMOVAL OF ASSORTED EXISTING TREES. SURVEY, JIM TAYLOR, JANUARY 2006.

EXISTING QUANTITIES OF TREES IMPACTED BY CONSTRUCTION:

SYMBOL	QTY	SPECIES & CALIPER	QTY. X CALIPER TOTAL CALIPER INCHES
P 1	1	SCHINUS MOLLE (CALIFORNIA PEPPER)	24"
P 2	1	SCHINUS MOLLE (CALIFORNIA PEPPER)	24"
E 1	1	EUCALYPTUS	15"
E 2	1	EUCALYPTUS	45"
E 3	1	EUCALYPTUS	32"
E 4	1	EUCALYPTUS	30"
E 5	1	EUCALYPTUS	10"
E 6	1	EUCALYPTUS	50"
E 7	1	EUCALYPTUS	10"
		TOTAL TREE CALIPER INCHES SUBJECT TO (REQUIRED) MITIGATION	303"
SYMBOL	QTY		
Ph	1	PALM 7' PER SURVEYED PALM TREE	
		PHOENIX CANARIENSIS -20' TALL (POOR CONDITION)	2"

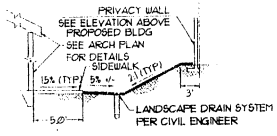
SCHEDULE OF TREE REPLACEMENT:

TOTAL TREE CALIPER INCHES SUBJECT TO (REQUIRED) MITIGATION 303"

REPLACEMENT SCHEDULE:

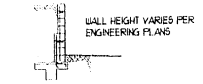
NUMBER OF TREES	SIZE AT INSTALLATION	CALIPER	QTY. X CALIPER TOTAL CALIPER INCHES
6	15 GALLON	@ 2"	12"
61	24" BOX	@ 3"	183"
18	36" BOX	@ 6"	108"
			303"

TOTAL TREE PROPOSED FOR THE PROJECT + 00 @ TOTAL OF 303" (NET SURPLUS OF CALIPER 1") 303"

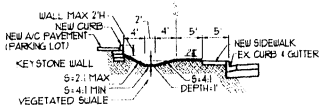


REAR YARD SECTION B-B
(COPY OF DETAIL FROM ENG. DWGS.) NOT TO SCALE

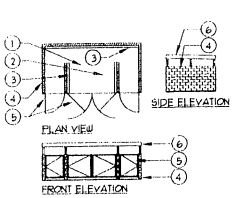
NOTE: TOPS AND BOTTOMS OF WALL ARE CONCEPTUAL. PLEASE REFER TO GRADING PLANS FOR PRECISE TOPS AND BOTTOMS OF WALLS.



TYPICAL RETAINING WALL DETAIL (REGIONAL STANDARD TYPE 4)
(COPY OF DETAIL FROM ENG. DWGS.) NOT TO SCALE

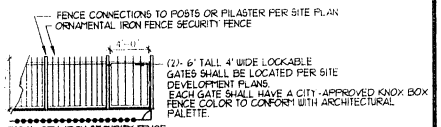


BIOSWALE CROSS SECTION A-A
(COPY OF DETAIL FROM ENG. DWGS.) NOT TO SCALE

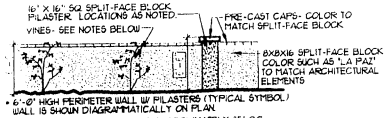


NOTE: DUMPSTER ENCLOSURE CONSTRUCTION SHALL BE PER ARCHITECTURAL DRAWINGS

TYPICAL DUMPSTER ENCLOSURE
NOT TO SCALE



TYPICAL ORN. IRON SECURITY FENCE
NOT TO SCALE



- 6'-0" HIGH PERIMETER WALL W/ PILASTERS (TYPICAL SYMBOL) WALL IS SHOWN DIAGRAMMATICALLY ON PLAN
- PILASTERS ARE PROPOSED AT APPROXIMATELY 35' O.C.
- VINES: 5 GAL. DISTICTIS BUCCINATORIA (BLOOD-RED TRUMPET VINE) OR TRACHELOSPERMUM JASMINOIDES (STAR JASMINE) VINES SHALL BE PLANTED APPROX. 15-20' O.C.

TYPICAL DECORATIVE SPLIT-FACE BLOCK WALL WITH PILASTERS
GRAPHIC SYMBOL IS DIAGRAMMATIC NOT TO SCALE

THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
5750 FLEET STREET, STE 150
CARLSBAD, CA 92008
(760) 692 1924
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REGISTERED LANDSCAPE ARCHITECT JAMES L. TAYLOR 2961 STATE OF CALIFORNIA

North River Investments, LLC
San Luis Rey Crossing
Oceanside, California

Scale: 1" = 30'
Date:
Drawn By: NC
Revisions:
9/06
9/06
2/13/07
2/15/07

Landscape Concept Plan

Job # 1007.012

L-2

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North River Investments San Luis Rey Crossing 1007.012

PLANNING COMMISSION
RESOLUTION NO. 2007-P36

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A DEVELOPMENT PLAN ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: D-25-05
APPLICANT: North River Investments, LLC
LOCATION: Western Terminus of College Boulevard at North River Road

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

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a Development Plan under the provisions of Article 43 of the Zoning Ordinance of the City of Oceanside to permit the following:

a 17,759-square foot commercial center and associated site improvements;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 23rd day of July, 2007 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State Guidelines thereto; a Mitigated Negative Declaration has been prepared stating that if the mitigation measures are met there will not be an adverse impact upon the environment;

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

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

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Drainage Fee	Ordinance No. 85-23 Resolution No. 06-R0334-1	Depends on area (range is $2,843-$15,964 per acre)
Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	$.713 per square foot or $713 per thousand square feet for non-residential uses and
School Facilities Mitigation Fee	Ordinance No. 91-34	$.42 per square foot non-residential for Oceanside ($.42 for Vista and Fallbrook) $2.63 per square foot residential ($2.63 for Vista; $2.63 for Fallbrook)
Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	$15.71 per vehicle trip
Thoroughfare Fee (For commercial and industrial please note the .75 per cent discount)	Ordinance No. 83-01 Resolution No. 06-R0334-1	$255 per vehicle trip (based on SANDAG trip generation table available from staff and from SANDAG)
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	Fee based on water meter size. Non-residential is typically $19,967 for a 2" meter.
Wastewater System Buy-in fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0610-1	Based on capacity or water meter size. Non-residential is typically $24,444 for a 2" meter.
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	Based on meter size. Non-residential is typically $21,599 for a 2" meter.

WHEREAS, the current fees referenced above are merely fee amount estimates of the impact fees that would be required if due and payable under currently applicable ordinances and

resolutions, presume the accuracy of relevant project information provided by the applicant, and are not necessarily the fee amount that will be owing when such fee becomes due and payable;

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

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

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

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

WHEREAS, the Mitigated Negative Declaration together with any comments received, and Mitigation and Monitoring and Reporting Program (MMRP) incorporated into the conditions of approval for the project, were presented to the Planning Commission, and the Planning Commission reviewed and considered the information contained in these documents prior to making a decision on the project.

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

WHEREAS, the documents or other material which constitutive the record of proceedings upon which the decision is based will be maintained by the City of Oceanside Planning Division, 300 North Coast Highway, Oceanside, California 92054.

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

FINDINGS:

For the Development Plan:

1. The site plan and physical design of the project is consistent with the purposes of the Zoning Ordinance in that the project has been designed to meet or exceed the Zoning Ordinance standards.
2. The Development Plan as conditioned conforms to the General Plan of the City.
3. Public Facilities and infrastructure necessary to serve the project are currently in place, or will be constructed as part of the project.
4. The project is consistent and compatible with the surrounding neighborhood.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve the Mitigated Negative Declaration and adopt the mitigation measures provided therein, and approve D-25-05 subject to the following conditions:

Building:

1. Applicable Building Codes and Ordinances shall be based on the date of submittal for Building Division plan check.
2. The granting of approval under this action shall in no way relieve the applicant/project from compliance with all State and local building codes.
3. Site development, parking, access into buildings and building interiors shall comply with the State's Disabled Accessibility Regulations.
4. The building plans for this project are required by State law to be prepared by a licensed architect or engineer and must be in compliance with this requirement prior to submittal for building plan review
5. All electrical, communication, CATV, etc. service lines, within the exterior lines of the property shall be underground (City Code Sec. 6.30).
6. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately. Where color rendition is important high-pressure sodium, metal halide or other such lights may be utilized and shall be shown on final building and electrical plans.

7. Compliance with Federal Clean Water Act shall be demonstrated on the plans.

8. Separate/unique addresses may be required to facilitate utility releases. Verification that the addresses has been properly assigned by the City's Planning Division shall accompany the Building Permit application.

9. A complete Soils report, Structural Calculations and Energy Calculations/documentation shall be required at the time of plan submittal for plan check to the Building Division.

10. Setbacks, Allowable Area and Type of Construction must comply with UBC Table 5-A, 5B, and Chapter 5 of the UBC.

11. Retaining walls that will be installed as part of the project shall be designed per the soils report for the project.

12. The developer shall monitor, supervise and control all building construction and supportive activities so as to prevent these activities from causing a public nuisance, including, but not limited to, strict adherence to the following:

    a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for work that is not inherently noise-producing. Examples of work not permitted on Saturday are concrete and grout pours, roof nailing and activities of similar noise-producing nature. No work shall be permitted on Sundays and Federal Holidays (New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day) except as allowed for emergency work under the provisions of the Oceanside City Code Chapter 38 (Noise Ordinance).

    b) The construction site shall be kept reasonably free of construction debris as specified in Section 13.17 of the Oceanside City Code. Storage of debris in approved solid waste containers shall be considered compliance with this requirement. Small amounts of construction debris may be stored on-site in a neat, safe manner for short periods of time pending disposal.

Engineering:

13. The project shall construct a right turn pocket on southbound North River Road at the primary project driveway to the satisfaction of the City Engineer.

14. The existing traffic signal hardware at the intersection of North River Road at College Boulevard shall be modified to serve traffic at the primary project driveway.

15. The existing median island located on the south leg of the intersection of North River Road at College Boulevard shall be modified to provide for a new left turn pocket into the primary project driveway. The median and left turn pocket shall be constructed to the satisfaction of the City Engineer.

16. The traffic signal phasing at the intersection of North River Road at College Boulevard shall be improved to include a new northbound (North River Road) to eastbound (College Boulevard) right turn overlap phase. The traffic signal coordination timing shall also be optimized for the existing corridor to serve the new project driveway. These timing plans and improvements shall be completed to the satisfaction of the City Engineer.

17. The westerly most project driveway shall be restricted to right turn movements in and out only.

18. The turn movement geometry at the primary project driveway on College Boulevard at North River Road shall be constructed to include an exclusive left turn pocket and a shared through and right turn pocket.

19. The project shall pay a fair share of $5,925 toward future capacity enhancement measures for both College Boulevard and North River Road.

20. Sight distance requirements at all project street intersections shall conform to the intersection corner sight distance criteria as shown in the City Engineering Manual, Standard Drawing T-1.

21. A traffic control plan shall be prepared according to the City traffic control guidelines and be submitted to and approved by the City Engineer prior to the start of work within open City rights-of-way. Traffic control during construction of streets that have been opened to public traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines.

22. Traffic control during construction adjacent to or within all public streets must meet Caltrans standards and City Traffic Control Guidelines. Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

23. A haul route shall be obtained at least 7 days prior to the start of hauling operations and must be approved by the Public Works Director. Hauling operations shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

24. The applicant shall pay all applicable traffic signal and thoroughfare fees.

25. Grading plans shall be submitted and erosion control plans shall be approved by the City Engineer prior to issuance of a demolition permit. No demolition of an existing structure or surface improvements shall be permitted without an approved erosion control plan.

26. All right-of-way alignments, street dedications, exact geometrics and widths shall be dedicated and improved as required by the City Engineer.

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

28. Prior to issuance of a building permit all improvement requirements shall be covered by a development agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

29. The developer shall provide public street dedication along the frontage of North River Road. The dedication shall provide for all required travel lanes, turn pockets, and transitions with a minimum 10 feet parkway from face of curb to the new right-of-way for North River Road. The right-of-way geometry shall be approved by the City Engineer based on the accepted final improvement plans, including signing, striping, and traffic signal modification.

30. The approval of the project shall not mean that closure, vacation, or abandonment of any public street, right of way, easement, or facility is granted or guaranteed to the developer. The developer is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City

of Oceanside under separate process(es) per codes, ordinances, and policies in effect at the time of the application.

31. A construction-phasing plan for the construction of on-site public and private improvements shall be reviewed and approved by the City Engineer prior to the issuance of any grading or improvement permits. Prior to the issuance of any building permits all offsite or frontage improvements including landscaping and any required streets or arterials shall be under construction to the satisfaction of the City Engineer. All improvements shall be completed prior to issuance of any certificates of occupancy.

32. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, the applicant shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City of Oceanside as required. The applicant shall provide documentary proof satisfactory to the City of Oceanside that such easements or other interest in real property have been obtained prior to issuance of any grading, building or improvement permit for the development/project. Additionally, the City of Oceanside, may at its sole discretion, require that the applicant obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the applicant, as applicable.

33. Prior to the issuance of a grading permit, the developer shall notify and host a neighborhood meeting with all of the area residents located within 300 feet of the project site, and residents of property along any residential streets to be used as a "haul route", to inform them of the grading and construction schedule, haul routes, and to answer questions.

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

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

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

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

d) A haul route shall be obtained at least 7 days prior the start of hauling operations and must be approved by the City Engineer. Hauling operations shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

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

36. Approval of this development project is conditioned upon payment of all applicable impact fees and connection fees in the manner provided in chapter 32B of the Oceanside City Code. All drainage fees, traffic signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees and deposits shall be paid prior to recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. The developer shall also be required to join into, contribute, or participate in any improvement, lighting, or other special district affecting or affected by

or participate in any improvement, lighting, or other special district affecting or affected by this project. Approval of the tentative map (project) shall constitute the developer's approval of such payments, and his agreement to pay for any other similar assessments or charges in effect when any increment is submitted for final map or building permit approval, and to join, contribute, and/or participate in such districts.

37. A right turn lane shall be provided on North River Road at the northerly project driveway and the developer shall modify the median/island for North River Road along the project frontage to provide a new left turn lane. New curbs and gutters shall be provided as shown on the approved preliminary grading plan for the project.

38. North River Road along the project frontage shall provide a minimum of 10 feet parkway between the face of curb and the right-of-way line. Five feet of sidewalk (from face of curb) shall be constructed along the project frontage and be extended off-site in southerly direction to the adjacent existing street corner. Sidewalk improvements shall comply with ADA requirements.

39. Sight distance requirements at the project driveway or street shall conform to the corner sight distance criteria as provided by the California Department of Transportation Highway Design Manual.

40. Streetlights shall be maintained and installed on all public streets per City Standards. The system shall provide uniform lighting, and be secured prior to occupancy. The developer shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

41. Prior to approval of the grading plans, the developer shall contract with a geotechnical engineering firm to perform a field investigation of the existing pavement on North River Road adjacent to the project boundary. The limits of the study shall be half-street plus 12 feet along the project's frontage. The field investigation shall include a minimum of one pavement boring per every 50 linear feet of street frontage. Should the existing AC thickness be determined to be less than three inches or without underlying

Class II base material, the developer shall remove and reconstruct the pavement section as determined by the pavement analysis submittal process detailed in Item No. 2 below.

42. Upon review of the pavement investigation, the City Engineer shall determine whether the developer shall: 1) Repair all failed pavement sections, header cut and grind per the direction of the City Engineer, and construct a two-inch thick rubberized AC overlay; or 2) Perform R-value testing and submit a study that determines if the existing pavement meets current City standards/traffic indices. Should the study conclude that the pavement does not meet current requirements, rehabilitation/mitigation recommendations shall be provided in a pavement analysis report, and the Developer shall reconstruct the pavement per these recommendations, subject to approval by the City Engineer.

43. Pavement sections for all streets, alleys, driveways and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the developer's soil engineer and must be approved by the City Engineer, prior to paving.

44. Any existing broken pavement, concrete curb, gutter or sidewalk or any damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer.

45. All existing overhead utility lines within the development and within any full width street or right-of-way abutting a new development, and all new extension services for the development of the project, including but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166) and as required by the City Engineer and current City policy.

46. The developer shall install two-inch PVC conduit, together with 1/4-inch pull-rope and pull-boxes at 400 feet intervals for future signal interconnect cable on all arterial-level or above, streets.

47. Grading and drainage facilities shall be designed and installed to adequately accommodate the local stormwater runoff and shall be in accordance with the City's Engineers Manual and as directed by the City Engineer.

48. The applicant shall obtain any necessary permits and clearances from all public agencies having jurisdiction over the project due to its type, size, or location, including but not

limited to the U. S. Army Corps of Engineers, California Department of Fish & Game, U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality Control Board (including NPDES), San Diego County Health Department, prior to the issuance of grading permits.

49. Prior to any grading of any part of the project, a comprehensive soils and geologic investigation shall be conducted of the soils, slopes, and formations in the project. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to be prepared in accordance with the Grading Ordinance and Zoning Ordinance, is approved by the City Engineer.

50. This project shall provide year-round erosion control including measures for the site required for the phasing of grading. Prior to the issuance of grading permit, an erosion control plan, designed for all proposed stages of construction, shall be reviewed, secured by the applicant with cash securities and approved by the City Engineer.

51. A precise grading and private improvement plan shall be prepared, reviewed, secured and approved prior to the issuance of any building permits. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on-site traffic calming devices shall be shown on all Precise Grading and Private Improvement Plans.

52. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas must be submitted to the City Engineer prior to the issuance of a preliminary grading permit and approved by the City Engineer prior to the issuance of occupancy permits. Frontage and median landscaping shall be installed prior to the issuance of any certificates of occupancy. Any project fences, sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and

constructed by the grading plans and landscaped/irrigated through project landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held, prior to the start of any improvements.

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

54. The developer is responsible for identifying and analyzing the adequacy of an existing inlet and storm drain system offsite from North River Road southerly of this project to San Luis Rey River. If the offsite drainage facilities are found to be inadequate, the developer's civil engineer shall identify the closest point of connection to an existing drainage course or facility capable to carry the cumulative runoff flows from the entire drainage basin in which the project is located. The design and construction of said offsite drainage facilities shall be completed to the satisfaction of the City Engineer prior to issuance of any building permits.

55. Storm drain facilities shall be designed and located such that the inside travel lanes on streets with Collector or above design criteria <u>shall</u> be passable during conditions of a 100-year frequency storm

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

57. The development shall comply with all applicable regulations established by the United States Environmental Protection Agency (USEPA) as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and stormwater discharge and any regulations adopted by the City pursuant to the NPDES. regulations or requirements. Further, the applicant may be required to file a Notice of

Intent with the State Water Resources Control Board to obtain coverage under the NPDES. General Permit for Storm Water Discharges Associated with Construction Activity and may be required to implement a Storm Water Pollution Prevention Plan (SWPPP) concurrent with the commencement of grading activities. SWPPPs include both construction and post construction pollution prevention and pollution control measures and identify funding mechanisms for post construction control measures. The developer shall comply with all the provisions of the Clean Water Program during and after all phases of the development process, including but not limited to: mass grading, rough grading, construction of street and landscaping improvements, and construction of dwelling units. The applicant shall design the Project's storm drains and other drainage facilities to include Best Management Practices to minimize non-point source pollution, satisfactory to the City Engineer.

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

59. The developer shall prepare and submit an Operations & Maintenance (O&M) Plan to the City Engineer with the first submittal of engineering plans. The O&M Plan shall be prepared by the applicant's Civil Engineer. It shall be directly based on the project's Storm Water Mitigation Plan (SWMP) previously approved by the project's approving authority (Planning Commission/City Council). The O&M Plan shall be approved by the City Engineer prior to approval of any plans by the Public Works Department. At a minimum the O&M Plan shall include the designated responsible parties to manage the storm water BMP(s), employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits, cost estimate for implementation of the O&M Plan and any other necessary elements.

60. The developer shall enter into a City-Standard Stormwater Facilities Maintenance Agreement with the City obliging the project proponent to maintain, repair and replace

the Storm Water Best Management Practices (BMPs) identified in the project's approved Storm Water Mitigation Plan (SWMP), as detailed in the O&M Plan into perpetuity. The Agreement shall be approved by the City Attorney prior to issuance of any precise grading permit and shall be recorded at the County Recorder's Office prior to issuance of any building permit. Security in the form of cash (or certificate of deposit payable to the City) or an irrevocable, City-Standard Letter of Credit shall be required prior to issuance of a precise grading permit. The amount of the security shall be equal to 10 years of maintenance costs, as identified by the O&M Plan. The applicant's Civil Engineer shall prepare the O&M cost estimate. The O&M cost estimate shall be approved by the City Engineer prior to approval of any engineering plans for the project.

61. At a minimum, maintenance agreements shall require the staff training, inspection and maintenance of all BMPs on an annual basis. The project proponent shall complete and maintain O&M forms to document all maintenance activities. Parties responsible for the O&M plan shall retain records at the subject property for at least 5 years. These documents shall be made available to the City for inspection upon request at any time.

62. The Agreement shall include a copy of executed on-site and off-site access easements necessary for the operation and maintenance of BMPs that shall be binding on the land throughout the life of the project to the benefit of the party responsible for the O&M of BMPs, until such time that the stormwater BMP requiring access is replaced, satisfactory to the City Engineer. The agreement shall also include a copy of the O&M Plan approved by the City Engineer.

63. The BMPs described in the project's approved Storm Water Mitigation Plan (SWMP) shall not be altered in any way, shape or form without formal approval by either an Administrative Substantial Conformance issued by the Community Development Department/Planning Division or the project's final approving authority (Planning Commission/City Council) at a public hearing. The determination of whatever action is required for changes to a project's approved SWMP shall be made by the Community Development Department/Planning Division.

64. Prior to issuance of a grading permit the developer shall provide evidence to the City of Oceanside that a Conditional Letter of Map Revision (CLOMR) has been applied for from Federal Emergency Management Agency (FEMA) for the proposed revisions to the flood hazard areas. At the conclusion of the grading activities the developer shall submit an as-built grading plan to FEMA in order to process and receive a Letter of Map Revision (LOMR). Prior to release of the grading bonds Developer provide evidence of having received a Letter of Map Revision (LOMR) from FEMA.

65. All landscaping, fences, walls, etc. on the site, in medians in the public right-of-way and in any adjoining public parkways shall be permanently maintained by the owner, his assigns or any successors-in-interest in the property. The maintenance program shall include normal care and irrigation of the landscaping; repair and replacement of plant materials; irrigation systems as necessary; and general cleanup of the landscaped and open areas, parking lots and walkways, walls, fences, etc. Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions by all acceptable means including but not limited to citations and/or actual work with costs charged to or recorded against the owner. This condition shall be recorded with the covenant required by this resolution. Medians shall be planted per the City of Oceanside minimum requirements.

66. Landscape plans, meeting the criteria of the City's Landscape Guidelines or City Engineer criteria and Water Conservation Ordinance No. 91-15, including the maintenance of such landscaping, shall be approved by the City Engineer prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. The following special landscaping requirements shall be met:

a) To mitigate the loss of landmark and/or mature existing trees on-site the determination of replacement shall be based on tree number, type, and caliper (caliper measured 2 1/2 feet from the base of the tree at existing grade). The total number of tree caliper lost shall be equal to the total number of caliper replaced. Replacement trees shall be a minimum of 15-gallon container stock. A field survey shall be performed under the supervision of the City Landscaping Section to evaluate the existing tree population and the replacement

requirements. The existing trees to remain or proposed for removal shall be identified on the Preliminary Grading Plan, Precise Grading Plan and Landscape Plan. The existing tree type, location, and caliper shall be shown on the above plans. Replacement trees shall be identified and shown on the Landscape Plan and shall be subject to review and approval by the City Engineer.

b) Street trees shall be located 30'-0" on center and shall be maintained by the owner of the property in perpetuity to meet the satisfaction of the City Engineer. Street trees shall be a minimum of a 2" caliper, comply with the current street tree memorandum and meet the approval of the City Engineer.

c) Final landscape plans shall match the approved conceptual landscape plan, grading plan, street improvement and SWMP plans.

d) The Landscape Architect shall field verify location of sight lines, utility, storm drain and sewer easements and adjust location of planting accordingly.

e) All landscaping, walls and fencing on site and within the public right of way shall comply with City Zoning Ordinance and the City of Oceanside Guidelines and Specifications for Landscape Developments 1985, addenda 1997.

f) Landscape plans shall meet the minimum criteria required by the transportation division, shall not obstruct sight distance, shall match the grading and improvement plans and meet the satisfaction of the City Engineer.

g) These conditions of approval are in addition to the conceptual landscape plan and shall supersede any conflict with the landscape conceptual plan.

Fire:

67. Fire flow shall be determined at the time of building permit application.

68. The size of fire hydrant outlets shall be 2 ½ "X 2 ½ "X4".

69. All proposed and existing fire hydrants within 400 feet of the project shall be shown on the site plan.

70. The fire hydrants shall be installed and tested prior to placing any combustible materials on the job site.

71. Detailed plans of underground fire service mains shall be submitted to the Oceanside Fire Department for approval prior to installation.

72. Blue hydrant identification markers shall be placed as per Oceanside's Engineers Design and Processing Manual Standard Drawing No. M-13.

73. All weather access roads shall be installed and made serviceable prior to and maintained during time of construction.

74. A "Knox" key storage box shall be provided for all new construction. For buildings, other than high-rise, a minimum of three complete sets of keys shall be provided. Keys shall be provided for all exterior entry doors, fire protection equipment control rooms, mechanical and electrical rooms, elevator controls and equipment spaces, etc. For high-rise buildings, six complete sets are required.

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

76. An approved fire sprinkler system must be installed throughout the building. The system shall be designed per N.F.P.A. 13, and U.B.C. Standard 9-1. The sprinkler system requires 24-hour supervision.

77. The Fire Department connection shall not be affixed to the building. The Fire Department connection must be located at least 40 feet away from the building, within 40 feet of a fire hydrant, and on the address side of the building – unless otherwise determined by the Fire Department. The hydrant shall be located on the same side of the street as the Fire Department connection.

78. In accordance with the California Fire Code Sec. 901.4.4, approved address for commercial, industrial, and residential occupancies shall be placed on the structure in such a position as to be plainly visible and legible from the street or roadway fronting the property. Numbers shall be contrasting with their background.

79. Multi-building complexes require address directory boards that are visible from the main entrance.

80. Commercial buildings require 6 inch address numbers

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

82. Buildings shall meet applicable Oceanside Fire Department's codes in effect at the time of building permit application.

83. A copy of as built plans shall be submitted on a CD before final occupancy.

Planning:

84. This Development Plan shall expire on July 23 2009, unless implemented as required by the Zoning Ordinance.

85. This Development Plan approves only a 17,759-square foot commercial center and associated site improvements as shown on the plans and exhibits presented to the Planning Commission for consideration and as amended by conditions of project approval. No deviation from these approved plans and exhibits shall occur without Planning Department approval. Substantial deviations shall require a revision to the Development Plan or a new Development Plan.

86. The proposed architectural design shall be modified. Revised elevations shall be submitted by the applicant for consideration and approval by the Planning Commission prior to issuance of grading permits. The revised building design shall be less repetitive and shall include a distinctive architectural focal point at the terminus of College Boulevard.

87. All lighting showcasing building architecture shall be shown on the building plans.

88. The landscape setback area along North River Road shall be mounted and undulated to screen the adjoining parking area to the maximum extent possible.

89. Expanded landscaping areas and freestanding decorative planters shall be provided along the pedestrian sidewalk areas adjacent to the tenant suites.

90. Decorative site furniture including but not limited to landscape planters, lighting fixtures, bollards, water fountains, benches, bicycle racks etc. shall be provided on-site. The specifications for all site furniture and decorative elements shall be submitted and approved by the City Planner prior to issuance of building permits.

91. The two most southerly parking stalls shall be eliminated and replaced with landscaping.

92. For every six contiguous parking stalls within the parking lot area, a minimum of one tree shall be provided within a landscaped planter to breakup the expanse of pavement. Where

a row of parking stalls contains twelve or less contiguous parking stalls, a minimum of one tree shall be provided within a landscape planter at each end of the row of parking stalls.

93. All trash/recycling enclosures shall be designed to compliment the proposed retail center's architectural theme, colors and materials and shall include decorative treatments such as wall precast concrete caps and/or other wall trim accents.

94. Enhanced hardscape areas shall incorporate decorative stamped concrete or interlocking pavers. The final hardscape design shall be subject to review and approval by the City Planner and City Engineer.

95. The parking area immediately north of to the proposed bicycle area shall incorporate a landscape planter to define the limits of said area and provide a separation from vehicle parking and screening.

96. All exposed retaining walls along the street frontage shall be split face block and shall be screened brom both sides with landscaping to the maximum extend possible. Metal or wire trellises should be placed on exposed portions of retaining walls in excess of 24 inched in height to support vines.

97. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul an approval of the City, concerning Development Plan D-25-05. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.

98. A Comprehensive Sign Program shall be submitted to the Planning Division and approved prior to the issuance of sign permits. This CMP may be more restrictive than the standards outlined in the Sign Ordinance.

99. All mechanical rooftop and ground equipment shall be screened from public view as required by the Zoning Ordinance. That is, on all four sides and top. The roof jacks,

mechanical equipment, screen and vents shall be painted with non-reflective paint to match the roof. This information shall be shown on the building plans.

100. A trash enclosure (or trash enclosures) must be provided as required by Chapter 13 of the City Code and shall also include additional space for storage and collection of recyclable materials per City standards. Recycling is required by City Ordinance. The enclosure (or enclosures) must be built in a flat, accessible location as determined by the City Engineer. The enclosure (or enclosures) shall meet City standards including being constructed of concrete block, reinforced with Rebar and filled with cement. A concrete slab must be poured with a berm on the inside of the enclosure to prevent the bin(s) from striking the block walls. The slab must extend out of the enclosure for the bin(s) to roll out onto. Steel posts must be set in front of the enclosure with solid metal gates. All driveways and service access areas must be designed to sustain the weight of a 50,000-pound service vehicle. Trash enclosures and driveways and service access areas shall be shown on both the improvement and landscape plans submitted to the City Engineer. The specifications shall be reviewed and approved by the City Engineer. The City's waste disposal contractor is required to access private property to service the trash enclosures, a service agreement must be signed by the property owner and shall remain in effect for the life of the project. All trash enclosures shall be designed to provide user access without the use and opening of the service doors for the bins. Trash enclosures shall have design features such as materials and trim similar to that of the rest of the project. This design shall be shown on the landscape plans and shall be approved by the City Planner.

101. A covenant or other recordable document approved by the City Attorney shall be prepared by the applicant and recorded prior to issuance of building permits. The covenant shall provide that the property is subject to this resolution, and shall generally list the conditions of approval.

102. The center shall prepare a Management Plan. The Management Plan is subject to the review and approval of the City Planner and the Police Chief prior to the occupancy of the project, and shall be recorded as CC&R's against the property. The Management Plan shall cover the following:

a) Security - The Management Plan, at a minimum, shall address on-site management, hours-of-operation and measures for providing appropriate security for the project site.

b) Maintenance - The Management Plan shall cover, but not be limited to anti-graffiti and site and exterior building, landscaping, parking lots, sidewalks, walkways and overall site maintenance measures and shall ensure that a high standard of maintenance at this site exists at all times. The maintenance portion of the management plan shall include a commitment for the sweeping and cleaning of parking lots, sidewalks and other concrete surfaces at sufficient intervals to maintain a "like new" appearance. Wastewater, sediment, trash or other pollutants shall be collected on site and properly disposed of and shall not be discharged off the property or into the City's storm drain system.

c) Any graffiti within the center shall be removed by the center management or its designated representative within 24 hours of occurrence. Any new paint used to cover graffiti shall match the existing color scheme.

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

104. Prior to the transfer of ownership and/or operation of the site the owner shall provide a written copy of the applications, staff report and resolutions for the project to the new owner and or operator. This notification's provision shall run with the life of the project and shall be recorded as a covenant on the property.

105. Failure to meet any conditions of approval for this development shall constitute a violation of the Development Plan.

106. Unless expressly waived, all current zoning standards and City ordinances and policies in effect at the time building permits are issued are required to be met by this project. The

approval of this project constitutes the applicant's agreement with all statements in the Description and Justification, Management Plan and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

107. The hours-of-operation for businesses within the retail center are not limited, but shall be reviewed and may be limited by the Planning Commission when valid issues or complaints pertaining to the hours-of-operation arise.

108. Land uses within the retail center shall be limited to those found to be in compliance with General Plan Land Use Element Section 2.245 College/Vandergrift. High intensity, highway oriented uses or uses which generally operate outside of normal hours, including but not limited to drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores, and other such uses which are out of character with the surrounding neighborhood shall be prohibited.

109. The developer's construction of all fencing and walls associated with the project shall be in conformance with the approved Development Plan. Any substantial change in any aspect of fencing or wall design from the approved Development Plan shall require a revision to the Development Plan or a new Development Plan.

110. If any aspect of the project fencing and walls is not covered by an approved Development Plan, the construction of fencing and walls shall conform to the development standards of the City Zoning Ordinance. In no case, shall the construction of fences and walls (including combinations thereof) exceed the limitations of the zoning code, unless expressly granted by a Variance or other development approval.

111. The following mitigation measures identified in the approved Mitigated Negative Declaration shall be complied with -at a minimum- as stated in that document or as modified by more restrictive City Code, Zoning Ordinance requirements or conditions of project approval.

a) Noise sources associated with construction, repairs, remodeling or the grading of any real property, shall be exempt from the provisions of the City's noise ordinance if conducted from 7:00 a.m. to 6:00 p.m. Monday through Friday, or from 8:30

a.m. to 4:30 p.m. on Saturday. Construction is prohibited at any time on Sundays or Federal holidays.

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

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

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

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

f) Notification shall be given to residences within 91 meters (300 feet) of planned construction activities thirty days prior to commencement of demolition activity, and shall include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will be taken and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard.

g) Construction of a northbound right-turn overlap phase shall be integrated as part of the signal phasing at the intersection of North River Road and College Boulevard.

h) Developments contributing traffic to the North River Road segment between Vandergrift Boulevard and College Boulevard and College Boulevard between North River Road and Adams Street shall make a fair share contribution to the proposed adaptive signal system proposed for the North River Road and College Boulevard corridors. The implementation of adaptive hardware would be a creative measure that would serve the increase traffic flow along these roadways.

i) Based on the ratio of growth in traffic between existing and short-term future traffic conditions, using the average of the morning and afternoon peak hour traffic volumes at each of the three intersection s, the fair share contribution of the proposed development shall be $5,925.

j) The applicant shall pay all applicable traffic signal and thoroughfare fees and implement all of the City of Oceanside traffic requirements and conditions of approval.

112. In the event any subsurface archaeological resources are encountered during grading or construction activities, such activities in the locality of the find shall be halted immediately. An archaeologist, certified by the Society of Professional Archaeologists (SOPA), shall be brought in to determine the significance of the archaeological resources and implement appropriate mitigations prior to recommending earthwork.

113. A pre-excavation agreement shall be executed between the applicant and the San Luis Rey Band of Mission Indians, specifying the disposition of human remains, grave goods, or other culturally sensitive material encountered during grading, trenching or other ground disturbance in conjunction with implementation of the proposed project.

114. An archaeologist and a Native American monitor shall be on-site during grading and trenching within the project area. The archaeologist and the Native American monitor may determine, in coordination with City staff, that the full-time presence of a monitor is not required, that checking the grading at regular intervals is sufficient.

115. The monitors shall have the power to temporarily halt or redirect grading if sensitive cultural material is found.

116. An archaeologist and a Native American monitor shall be present for a pre-grade meeting to discuss the monitoring program with the grading contractor, City staff and the developer.

117. If archaeological materials are encountered, their importance must be evaluated to assess the significance of impacts. If significant cultural resources are encountered, mitigation would be accomplished through documentation and excavation of features, cataloging and analysis of cultural material collected, and preparation of a report detailing the methods and results of the monitoring/data recovery program.

118. Any cultural material recovered shall be curated at an appropriate facility, except as stipulated differently in the pre-excavation agreement.

119. Prior to the issuance of grading permits, the applicant shall establish a program with a qualified paleontologist to monitor grading activities. The applicant shall provide the Planning Division with a copy of the paleontological resource-monitoring program.

Water Utilities:

120. The developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense.

121. The property owner will maintain private water and wastewater utilities located on private property.

122. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by approved and licensed contractors at developer's expense.

123. All Water and Wastewater construction shall conform to the most recent edition of the Water, Sewer, and Reclaimed Water Design and Construction Manual or as approved by the Water Utilities Director.

The following conditions shall be met prior to the approval of engineering design plans.

124. All public water and/or sewer facilities not located within the public right-of-way shall be provided with easements sized according to the Water, Sewer, and Reclaimed Water Design and Construction Manual. Easements shall be constructed for all weather access.

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

125. All lots with a finish pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per the Uniform Plumbing Code (U.P.C.).

126. The developer shall construct a public reclamation water system that will serve each lot and or parcels that are located in the proposed project in accordance with the City of Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be located in the public right-of-way or in a public utility easement.

127. A separate irrigation meter and approved backflow prevention device is required and shall be displayed on the plans.

128. An Inspection Manhole, described by the Water, Sewer, and Reclaimed Water Design and Construction Manual, shall be installed in each building sewer lateral and the location shall be called out on the approved Improvement Plans.

129. A Grease, Oil, and Sand Interceptor, described by the Uniform Plumbing Code, relating to garages and wash racks shall be installed in each building sewer in an appropriate location and shall be maintained by the property owner. The location shall be called out on the approved Improvement Plans.

130. A Grease, Oil, and Sand Interceptor, described by the Uniform Plumbing Code, relating to restaurants, shall be installed in each building sewer in an appropriate location and shall be maintained by the property owner. The location shall be called out on the approved Building Plans.

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The following conditions of approval shall be met prior to building permit issuance.

131. Water and Wastewater Buy-in fees and the San Diego County Water Authority Fees are to be paid to the City and collected by the Water Utilities Department at the time of Building Permit issuance.

PASSED AND ADOPTED Resolution No. 2007-P36 on July 23, 2007 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____

Dennis Martinek, Chairman
Oceanside Planning Commission

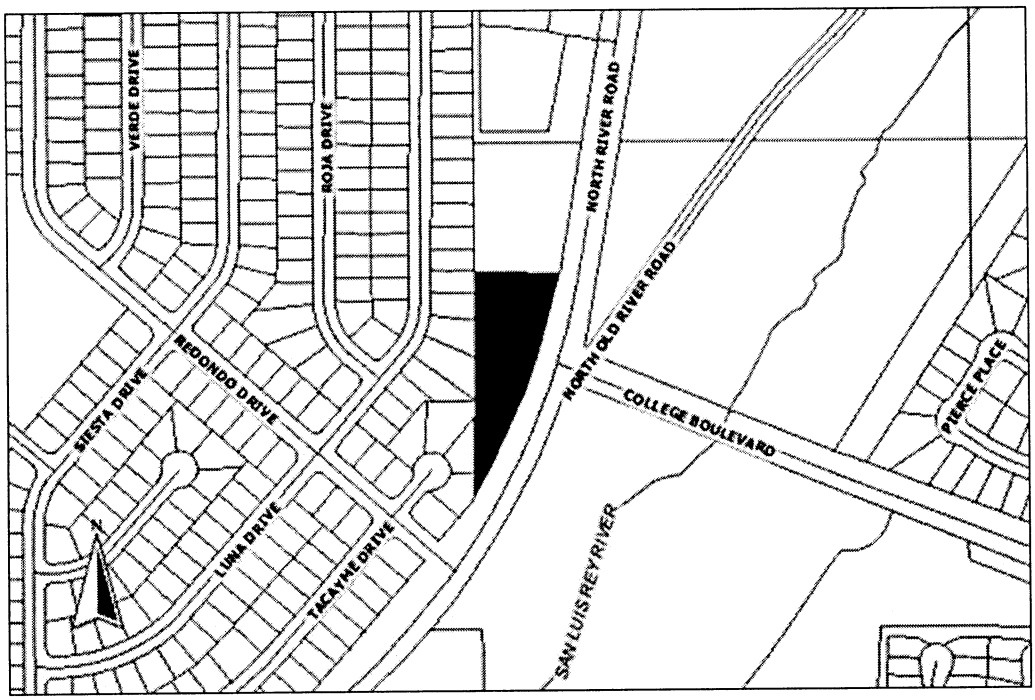
ATTEST:

_____

Jerry Hittleman, Secretary

I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2007-P36.

Dated: July 23, 2007



File Number: **D-25-05, CSP-4-06**

Applicant: **North River Investments, LLC**

Description:

DEVELOPMENT PLAN (D-25-05) and COMPREHENSIVE SIGN PROGRAM (CSP-4-06) for the development of an approximately 17,759-square foot commercial center on a 1.98-acre site at the western terminus of College Boulevard and North River Road. The project site is zoned CS-L (Special Commercial – Limited) and is located within the North Valley Neighborhood – **SAN LUIS REY CROSSING**

Environmental Determination:

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

City of Oceanside, Planning Division
300 N. Coast Highway
Oceanside, CA 92054
(760) 435-3520

Application For Planning Commission Hearing

Planning Department (760) 435-3520
Oceanside Civic Center
300 North Coast Highway
Oceanside, California 92054-2885

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Please Print Or Type All Information

STAFF USE ONLY	
ACCEPTED 10/3/05	BY SN.
HEARING	
GPA	
MASTER/SP.PLAN	
ZONE CH.	
TENT. MAP	
PAR. MAP	
DEV. PL	D-25-05 CSP.
C.U.P.	CSP-4-06
VARIANCE	
COASTAL	
O.H.P.A.C.	

PART I - APPLICANT INFORMATION

1. APPLICANT
North River Investments, LLC (Contact: Michael Dillon)

2. STATUS
Owner/Developer

3. ADDRESS
3638 Camino Del Rio N., STE 102
San Diego, Ca 92108

4. PHONE / FAX
(619) 584-0451 phone
(619) 584-8898 fax

5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)
The Lightfoot Planning Group (Attn. Doug Barrett)

6. ADDRESS
5750 Fleet Street, Suite 250
Carlsbad, CA 92008

7. PHONE
(760) 692-1924 phone
(760) 692-1935 fax

PART II - PROPERTY DESCRIPTION

8. LOCATION
North River Road, at the western terminus of College Boulevard

9. SIZE
1.98 Acres

10. GENERAL PLAN
SC
Special Commercial

11. ZONING
CS-L
Special Commercial - Limited

12. LAND USE
Vacant

13. ASSESSOR'S PARCEL NUMBER
157-040-45

PART III - PROJECT DESCRIPTION

14. GENERAL PROJECT DESCRIPTION
Commercial center with retail and small-scale services.

Rev-6/5/06, 10/4/06, 2/26/07

15. PROPOSED GENERAL PLAN
No Change

16. PROPOSED ZONING
No Change

17. PROPOSED LAND USE
Commercial

18. NO. UNITS
N/A

19. DENSITY
N/A

20. BUILDING SIZE
17,759 sq. ft.

21. PARKING SPACES
93

22. % LANDSCAPE
15% Min- 38% Proposed

23. % LOT COVERAGE
20.6%

PART IV - ATTACHMENTS

ALL APPLICATIONS				DEV. PLANS, C.U.P.s & TENT. MAPS	
X	24. DESCRIPTION/JUSTIFICATION X	X	25. LEGAL DESCRIPTION X	X	30. FLOOR PLANS & ELEVATIONS
X	26. 300-FT. RADIUS MAP X	X	27. PROPERTY OWNERS' LIST X		31. CONSTRUCTION SCHEDULE
X	28. ENVIRONMENTAL ASSESSMENT X	X	29. PLOT PLANS		32. OTHER

PART V - SIGNATURES

THE APPLICANT OR HIS/HER REPRESENTATIVE MUST BE PRESENT AT THE HEARING. FAILURE TO BE PRESENT MAY RESULT IN DENIAL OF THE APPLICATION.

SIGNATURES OF ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

33. APPLICANT OR REPRESENTATIVE (Print):
North River Investments, LLC

34. DATE
8/16/05

Sign: By: Michael S. Dillon, Manager

37. OWNER (Print)
North River Investments, LLC

38. DATE

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

Sign: By: Michael S. Dillon, Manager

35. APPLICANT (Print):
North River Investments, LLC

36. DATE
8/16/05

Sign: By: Michael S. Dillon, Manager

39. OWNER (Print):

40. DATE

Sign:

RECEIVED OCT 0 3 2005 Planning Department

SAN LUIS REY CROSSING
Applicant: North River Investments, LLC
Development Plan (D-25-05)

Description & Justification
February 26, 2007 (rev.)

RECEIVED
FEB 26 2007
Planning Department

INTRODUCTION

This application consists of a Development Plan for a 17,759-square foot limited commercial center. The property has General Plan land use and zoning designations of Special Commercial (SC) and Special Commercial Limited (CS-L), respectively.

The subject property is 1.98 gross acres and is located at the western terminus of College Boulevard and North River Road (APN 157-040-45), within the North Valley planning neighborhood. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

DEVELOPMENT PLAN

The proposed Development Plan includes a commercial center with the possibility of 13 commercial suites ranging in size from 840 square feet to 1,863 square feet. Future permitted uses may include any variety of the underlying CS-L zoning district regulations per Section 1120 of the Zoning Ordinance. The commercial uses will also be consistent with Section 2.245 of the Land Use Element which regulates types of commercial uses not permitted for this particular site.

Development Regulations:
As designed, this project either complies with or exceeds all applicable development regulations.

	Required	Proposed
Minimum Lot Area	10,000 sf	86,248 sf
Front Yard	15'	64' min.
Side Yard	-	11.7' min.
Rear Yard	15'	15' min. to 35' max.
Building Height	50'	23.9' min. to 40' max.
Maximum Lot Coverage	50%	21%
Minimum Site Landscaping	15%	26%

Grading Plan:
The project site is more or less at uniform grade toward North River Road. The entire site will be graded for the development of a commercial center and parking area. The preliminary earthwork quantities are 4,730 cubic yards of cut and 4,040 cubic yards of fill, with a net export of approximately 690 cubic yards. The runoff from the front half of the building and the parking lot area will be directed to a southerly sloping grass-lined swale next to the sidewalk along North River Road. The parking area will be graded to direct flow to the highest possible point along the grass-lined swale to allow for the greatest opportunity for bio-filtration of the storm water. The runoff from the rear half of the building and rear yard areas will be directed across the landscaped areas and collected in a system of area drains. All of the runoff from the site will be combined at a point at the southern area of the site. At this point, the drainage will be directed to a system of storm water treatment units that will further treat the storm water run-off. The treated run-off will be infiltrated into the surrounding soil, with any run-off quantities in excess of the filter unit's capacity directed to the existing municipal storm drain system.

Four sets of small retaining walls are proposed – three at the side yard along the north boundary of the project and one along a portion of the grass lined swale toward the south end of the project. These retaining walls will range in height from 0.5' to 3.99'. A new public sidewalk and where required, a new curb and gutter, will be constructed along the project frontage. There are not major public utilities to install underground. There are two existing down guy anchor poles that fall outside of the proposed sidewalk area and will remain in their present location.

Offsite improvements include the following. North River Road will be improved by creating a northbound left-turn lane into the site which will require the removal of a portion of the existing landscaped median. In addition, the existing traffic signal will be relocated and modified to include split phasing and protected left-turn phasing. South-bound lane widths north of the intersection will be restriped and an exclusive right-turn pocket on southbound North River Road will be constructed to accommodate the new development. A new sidewalk will be constructed beyond the project site frontage. A new sidewalk is proposed to be built south of the project site - from the intersection of Redondo Drive and North River Road - and will connect to the new sidewalk along the project frontage, and will connect to the existing sidewalk north of the property.

Architecture:
San Luis Rey Crossing is specifically designed to comply with land use and zoning regulations. Per Section 2.245 of the Land Use Element, the policy established for a Special Commercial Area such as this site is: "The design and location of buildings, landscaping,...shall maximize protection to the adjacent single family development." The site and architecture have also been designed according to the commercial design policies of Section 2.27 in the Land Use Element.

In keeping with these land use policies, the intent of the overall experience of *San Luis Rey Crossing* is to create an appealing building design and centralized plaza area with fountain for a relaxed atmosphere at the location of a major crossroads in Oceanside. The project architect has carefully situated the building on site, designed an aesthetic architecture, and selected authentic and high quality colors and materials to be sure the commercial center will be visually appealing and compatible with the immediate surroundings. The project will present an upgrade to this vacant site.

Approximately 13 commercial suites will be located in a one-story building that the architect has carefully situated at the rear of the site. Parking to serve the center will be located along the front of the building and on the remainder of the site. There is a residential neighborhood, *Mission Valley Estates*, to the west or rear of the property. Among the eight parcels abutting the site, two homes are closest to the property line at the southern end of the site. To avoid placing this structure near these two homes, the commercial building is proposed farther north on the property. At the north end of the site, adjacent homes are at least 40 feet from the property line. The center has been designed with a staggered setback along the rear property line to further maximize the distance from these homes. For example, the north-end of the building will be about 65 feet from the nearest house. Even where the commercial building is 15 feet from the rear property line, the closest home is still approximately 55 feet away from this commercial use.

The location of the center on-site will also provide the homes with a buffer from light and noise from the proposed parking area and vehicles traveling on North River Road and College Boulevard. Where the building is not located along the rear property line, proposed trees and a new decorative split-face masonry wall will serve as two types of buffers from any light and noise for these homes. "Monterey"-style light fixtures are proposed in the parking lot that will capture the look and feel of the California Mission inspired architectural style with bell shape reflector shade and decorative mounting arms. These light fixtures have been carefully selected to match the building's architectural style and to confine lighting to the immediate parking area. In addition, all HVAC units will be located on the roof and will be screened from view by a parapet from the adjoining rights-of-way and residential district.

The proposed project is eclectic, but will primarily utilize California Mission-inspired architectural features, incorporating high quality and authentic building materials. Traditional Mission-style architectural elements will be used such as:

- clay tile roofs
- Mission-style "full" arches
- exposed wooden rafter tails
- clearstory windows
- smooth stucco finishes on exterior wall surfaces
- stone veneer
- cornice trim
- "Monterey"-style light fixtures
- "warm" color palette: *oatmeal cookie*, *plantation beige*, *light khaki*, *& danville tan*

The architect creatively uses materials, colors, architectural features and style to create a refined and interesting design. Symmetry and variation are integrated into one cohesive design for this proposed commercial center. Symmetry is attained by repeating architectural elements, a set of colors, and materials along the length of the building. Four Mission-style towers, stone veneer columns and arches, storefront windows, roof types, set of materials, and color palette are all repeated throughout the center for coherence.

For visual interest, variation is applied to the building design in how and where the architectural features, color palette, and materials are used in the architecture. Mission-style towers are located along the building. These towers are separated by groups of two, three, or four commercial suites. Building heights of each commercial suite also vary considerably from 23.9 feet to 40 feet - there are seven different building heights due in part to the sloping topography of the site. The majority

of this building is either 23.9 or 26.4 feet high. The four Mission-style towers are either 36.3 feet (one tower), 37.7 feet (two towers), or 40 feet (one tower) high and are located across the center for vertical visual variation. All building elevations are well below the 50-foot height limit for this zoning district. The highest tower features clearstory windows below the roof-line. This tower is placed near the center of the building and will be directly above a generous plaza with a fountain - all serving as the center's focal point from the intersection.

For horizontal visual variation, storefront facades project or recede across the length of the center. The building face is"broken-up" six times, creating a staggered building line like the rear of the building. Additional enhancement is created on each storefront with tiled roofs, stone veneer columns, wood trim, glazing, and arches. Roof types vary from a tiled hip roof for the towers, a tiled shed roof, to a flat roof for the remaining building. Storefronts vary in appearance - there are four different storefront styles. For example, 5 storefronts are designed with flat roofs and a tiled shed roof above entrances, 4 suites will be located in the towers and will be designed with stone veneer columns framing an arched storefront entrance, 3 suites have flat roofs with an arched entry, and 1 storefront is designed with a flat roof with stone veneer columns framing an arched storefront entrance. The west or rear elevation will also be articulated like the front elevation.

Landscaping:

The landscape design for the project takes into consideration the high visual profile off a major arterial, North River Road, and at the College Boulevard terminus. Preserving sight-lines for safety, being sensitive to the adjacent residential neighborhood, achieving signage visibility, and creating a sense of place were high priorities in the landscape design. Plant material has been selected that will complement the California Mission-inspired architecture.

The project is required to provide a minimum of 15% landscaping on site. As designed, the project will provide a total of 26% of landscaping. The landscaping will be maintained over the long-term by the property owner.

The landscape design takes into consideration both the proximity to major arterials and neighboring residences. Identifying individual commercial uses from North River Road and College Boulevard is important for the economic viability of this center. For this reason, plantings were carefully selected and located in the front yard and parking area. There will be box-sized palm trees along the street frontage and throughout the proposed parking lot. Vertical accent palms will not only provide visibility to the commercial uses on site, but add to the California Mission-theme proposed for this commercial center.

San Luis Rey Crossing will be designed with a central plaza to create a focal point at the western terminus of College Boulevard. A"sense of place" will be created with a centralized plaza. Enhanced paving will mark the plaza area and will stretch out and across one third of the center. The plaza will include a tiered fountain decorated with accent tile and terra cotta pots with accent plantings. The fountain will be designed with a seatwall and will be centrally located in the plaza to be visible from the main entrance. This plaza was designed to be generous in size, allowing flexibility for tenants to provide their own movable furnishings within this area. The pedestrian experience will be further enhanced with palm trees in hardscape cutouts and "Monterey"-style light fixtures located along the center's walkway.

At the rear of the site, the center will be sufficiently screened from the residential parcels with evergreen trees for screening and palms for accents. The trees have been primarily selected for their screening qualities but may have flowers as a bonus. The trees will be strategically located along the rear to create an attractive backdrop for the residential neighborhood. The palm trees will accent the architectural towers.

The existing date palm, eucalyptus trees, and pepper trees as located on the tree survey, will be removed in order to perform the necessary grading on-site. The proposed trees for the project will be upsized from the required minimum to conform with the City's tree mitigation schedule.

A 300 square foot employee eating area is proposed at the rear of the center. This area will include furnishings such as tables (including an ADA accessible table), trash receptacle, and cutout in the middle of the eating area for a palm tree.

Fences and Walls:

A decorative six-foot high masonry wall with split face block and pre-cast wall caps is proposed along the western or rear property line. This wall be a color to match the commercial building. Pilasters will be installed at the intersections of residential property lines and at the ends of the walls in order to provide visual relief to the wall plane. In addition, Blood-Red Trumpet or Star Jasmine vines will be planted along the entire length of the wall to provide visual interest. Along with the articulated west building elevation and box-sized trees, the decorative masonry wall will provide attractive screening along the rear boundary of the project.

Six-foot high ornamental iron security gates are proposed at both ends of the building. The gates will be painted to match the center. Both gates will restrict public access to the rear of the building; however, there will be Knox Boxes available for emergency access purposes.

Circulation:

Pedestrian

A convenient and pleasurable pedestrian experience was created considering on-site grading necessary to maintain drainage patterns towards the south end of the site. Different pathways were explored to enter the site. However, the most direct, most functional, and path of least resistence proved to be via the main entry-point at the intersection. Here, two sets of pathways lead the pedestrian from the landscaped right-of-way along North River Road and into the center's plaza area. This is the most desirable pedestrian access to San Luis Rey Crossing because the plaza and fountain are located here as the visual focal point.

The potential to design pathways through the bio-filtration areas, which essentially border the project frontage, was eliminated. Such walkways would need to be ADA-compliant and the path of travel through the bio-filtration areas would interfere with the necessary grading and stormwater needs on site. Additionally, once the pedestrian crosses these areas, they would then need to cross the parking area which does not lend to an enjoyable experience accessing the center.

The pedestrian experience is further improved with enhanced paving radiating off the curb in front of the plaza. This area serves three purposes: it serves as traffic-calming, cautioning drivers that patrons of the center may be entering the parking area to access their vehicles; it has aesthetic

appeal for people sitting in the plaza area, so that the plaza experience is extended off the curb; and it serves as aesthetic appeal for drivers entering the site by contributing to the entry statement of this center.

Each tenant will have private access to the rear of the building via the back-door of their suite or through a security gate at either end of the building. These gates will restrict access to the back of the center. The rear of the building will be designed with a concrete pathway and trees.

Vehicular
There will be two driveways off North River Road to allow access into the proposed development. The main entrance will be directly aligned with College Boulevard. A secondary access is proposed via a right-in, right-out driveway at the south end of the site. All of the on-site drive-aisles comply with fire access requirements.

Parking:
The proposed project exceeds minimum parking requirements. The project is required to provide a total of 71 parking spaces (1 space for each 250 square feet of building area for the various retail sales). As proposed, the project provides a total of 90 parking spaces (86 standard and 4 ADA accessible). The parking area was designed taking into consideration Section 2.27 of the Land Use Element. The following is a breakdown of the parking requirement:

USE	Building Size (SF)	PARKING RATIO	REQUIRED	PROPOSED
Retail Sales	17,759 SF	1/250 SF	71	**90**

As required by the City, there will be two trash enclosures - one at either end of the site. The trash enclosures will be easily accessible to tenants and will be shielded from public view with landscaping, color to match the center, and the sideway-placement of the enclosures from North River Road per Section 2.27 of the Land Use Element. The area adjacent to the trash enclosures will also serve as the loading areas required to serve the center. The truck loading space at the northern end will also be used as part of a hammerhead for fire truck access at this end of the parking lot.

Bicycle parking is proposed next to the northern crosswalk. Bikers will be able to enter the parking lot, park their bikes, and then use the pathway to access the center. Bikes parked in this area will also be more visible from the plaza area or from within some of the commercial stores. This location will be a more secure, practical, and accessible location for bikers.

Neighborhood Outreach:
The applicant, North River Investments, LLC conducted a neighborhood outreach program in March, 2006. Two of the partners representing the applicant walked the adjacent neighborhood and visited with residents of 39 homes, the majority of which are within 300 feet from the property and a couple parcels just outside of this radius. Each resident was presented with the site plan, aerial photograph, landscape concept plan, and sample photo of a split-face block wall. The vast majority of the residents contacted were in favor of the proposed commercial center. In response to a few concerns regarding security between back of center and their property, the two partners incorporated security gates into the site design to restrict access to the back of the building. All

homeowners abutting the project site are in favor of the commercial center. There was one resident adjacent to the northern end of the site that was not present when the neighborhood outreach was conducted. However, project information was left with a relative of this resident to review and contact the applicant if any questions.

JUSTIFICATION

The subject property is an ideal commercial site due to its proximity to Highway 76 and other major arterials such as College Boulevard and North River Road. The project will improve an existing vacant lot with a viable commercial use. It will benefit the City through increased sales tax revenue and the surrounding area residents with increased local services.

Highlights:

- Center will provide retail services for the people who live/work on the north side of the San Luis Rey River, helping to minimize traffic commuting over the bridge for services.
- The center will be within walking distance for the adjacent neighborhood residents.
- The subject property is proposed to be developed with the highest and best use for a commercial center, thereby making it a highly successful project for the City.
- The project will serve future residential development of the North Valley neighborhood.
- The property will increase the City's sales tax revenue base to benefit all citizens in Oceanside.
- Building coverage on-site is considerably less than maximum allowed: 21% proposed versus 50% maximum permitted.
- Landscape coverage percentage is in excess of City's requirements: 26% proposed versus 15% required.
- High quality and authentic building materials proposed for commercial center.
- There is an excess of parking spaces provided to serve this center: 90 spaces proposed versus 71 spaces required for retail sales.
- Improved streetscape along North River Road.
- Roadway improvements on North River Road will improve vehicular circulation.
- Proposed perimeter wall and building situated at the rear of the property will serve as a light and noise buffer from North River Road to residential neighborhood (i.e., automobile headlights will be shielded during evening hours).
- On-site landscaping designed to maintain views to the San Luis Rey River.
- Landscaping and articulated rear building elevations along the back of the property will enhance the view of the center from residential district.
- Surrounding uses, particularly Mission View Estates, were taken into consideration when designing the various aspects of the commercial center so that the overall project design will seamlessly fit into this neighborhood.

Findings for Development Plan:

The City of Oceanside Zoning Ordinance stipulates that five specific findings must be made before an application for a Development Plan can be approved:

1. The site plan and physical design of the proposed project is consistent with the general purpose of the Zoning Ordinance in that it will protect and promote the public health, safety, and general welfare. This is possible because the site, architecture, and infrastructure were specifically designed to comply or exceed all applicable CS-L zoning district development and other site regulations.

2. The Development Plan of the proposed commercial center conforms with all applicable sections of each Element of the General Plan. In particular, Sections 2.24, 2.245, 2.26, and 2.27 of the Land Use Element were specifically incorporated into the Development Plan of this Special Commercial Area.

3. The area covered by the Development Plan will be adequately, reasonably, and conveniently served by existing and planned public services, utilities, and public facilities. A limited commercial land use is being proposed on site in compliance with the City's designated zoning and land use for this property. Existing and proposed public utilities in North River Road will serve the limited commercial development. A licensed civil engineer, landscape architect, and other technical professionals have generated City-approved analyses and reports to ensure this development will be adequately served by the appropriate type, size, and amount of utilities.

4. The site is proposed to be developed under limited commercial land use regulations the City has established for the site and therefore it will be compatible with the surrounding mix of land uses. The types of commercial uses proposed will comply with Section 2.245 of the Land Use Element.

5. The subject property is not located in a hillside area and does not contain undevelopable land, and therefore section 1.25 of the Land Use Element and section 3039 of the Zoning Ordinance do not apply. The proposed project and site design will adhere to policies under Section 1.24 of the Land Use Element where applicable and will take into consideration the commercial designation of the property.

LEGAL DESCRIPTION:

PARCEL 2 OF TRACT 2623, CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA. FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 3, 1974 AS INSTRUMENT NO. 74-115558 OF OFFICIAL RECORDS.

RECEIVED
OCT 0 3 2005
Planning Department

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

City of Oceanside

Subject: D-25-05, San Luis Rey Crossing; The subject property is 1.98 gross acres and is located at the western terminus of College Boulevard and North River Road (APN 157-040-45), within the North Valley planning neighborhood. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

NOTICE IS HEREBY GIVEN that the City of Oceanside has prepared and intends to adopt a Mitigated Negative Declaration in connection with the subject project. The Mitigated Negative Declaration identifies potential effects with respect to temporary construction emissions and traffic. The Mitigated Negative Declaration 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 Mitigated Negative Declaration should not be construed as a recommendation of either approval or denial of this project.

PROJECT DESCRIPTION: The proposed project consists of a Development Plan (D-25-05) for an approximately 17,759-square foot limited commercial center. The property has General Plan land use and zoning designations of Special Commercial (SC) and Special Commercial Limited (CS-L), respectively. The subject property is 1.98 gross acres and is located at the western terminus of College Boulevard and North River Road (APN 157-040-45), within the North Valley planning neighborhood. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

PUBLIC REVIEW PERIOD: the public review period is from **Friday, June 29, 2007 to Wednesday July 18, 2007**.

PROJECT MANAGER: Amy Volzke, phone: (760)435-3535; e-mail: Avolzke@ci.oceanside.ca.us; Fax number: (760) 754-2958; mailing address: Planning Division, 300 N. Coast Hwy., Oceanside, CA 92054.

NOTICE IS FURTHER GIVEN that the City invites members of the general public to review and comment on this environmental documentation. Written comments may be mailed, e-mailed, or faxed to the project manager. Copies of the Mitigated Negative Declaration and supporting documents are available for public review and inspection at the Planning Division located in City Hall at, 300 N. Coast Hwy., Oceanside, CA 92054. The City's Planning Commission and City Council will conduct public hearings at future dates to be determined. You will receive a separate public notice for those hearings. If you challenge this project in court, you may be limited to raising only those issues you or someone else raised during the public review period

public review period on the proposed Mitigated Negative Declaration (MND) or at the future public hearings.

By order of Jerry Hittleman, City Planner

NEGATIVE DECLARATION

city of oceanside, california

DATE POSTED: <mo/day/year>
REMOVE POST: <mo/day/year>
[ ] 20 days; or,
[ ] 30 day for SCH review

1. **APPLICANT:**
North River Investments, LLC

2. **ADDRESS:**
3638 Camino Del Rio North, suite 102
San Diego, Ca 92108

RECEIVED
JUN 14 2007
Planning Department

3. **PHONE NUMBER:**
C/o Michael Dillon, (619) 584-0451

4. **LEAD AGENCY:** City of Oceanside, 300 N. Coast Hwy., 92054

5. **PROJECT MGR.:**
Amy Volzke; Planner

6. **PROJECT TITLE:**
San Luis Rey Crossing

7. **DESCRIPTION:**
The proposed project consists of a Development Plan (D-25-05) for an approximately 17,759-square foot limited commercial center. The property has General Plan land use and zoning designations of Special Commercial (SC) and Special Commercial Limited (CS-L), respectively.

The subject property is 1.98 gross acres and is located at the western terminus of College Boulevard and North River Road (APN 157-040-45), within the North Valley planning neighborhood. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

The proposed Development Plan includes a commercial center with up to 13 commercial suites ranging in size from 840 square feet to 1,863 square feet. Future permitted uses may include any variety of the allowed uses outlined in the underlying CS-L zoning district regulations per Section 1120 of the Zoning Ordinance. The commercial uses will also be consistent with Section 2.245 of the Land Use Element which regulates types of commercial uses not permitted for this particular site.

CITY PLANNER DETERMINATION: This project has been evaluated by the City Planner of the City of Oceanside in accordance with the Section 21080(c) of the California Environmental Quality Act (CEQA). On <date>, 2007, the City Planner determined that

this project will not have a potentially significant adverse effect on the environment and issued a Mitigated Negative Declaration (MND). The basis for the City Planner's determination is the Initial Study prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Copies may be reviewed or obtained from the Planning Division in City Hall located at 300 N. Coast Hwy. South Building. All public comments on the negative declaration must be provided in writing to the Planning Division on or before the "Posting Removal Date" cited above.

_____

Jerry Hittleman, Acting City Planner

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cc: County Clerk
Project file (project manager)
CEQA file
Project Applicant
Posting: [ ] Civic Center; [ ] Public Library;

INITIAL STUDY
City of Oceanside, California

1. PROJECT:

San Luis Rey Crossing (D-25-05)

2. LEAD AGENCY:

City of Oceanside
Planning Department
300 North Coast Highway
Oceanside, CA 92054

3. CONTACT PERSON & PHONE:

Amy Volzke
(760) 435-3534
(760) 754-2958 - fax

4. PROJECT LOCATION:

The project site is located at the western terminus of College Boulevard on the west side of North River Road.

5. APPLICANT:

North River Investments, LLC
3638 Camino Del Rio North, suite 102
San Diego, Ca 92108
C/o Michael Dillon, (619) 584-0451

6. GENERAL PLAN DESIGNATION:

SC Special Commercial

7. ZONING:

CS-L Special Commercial-Limited

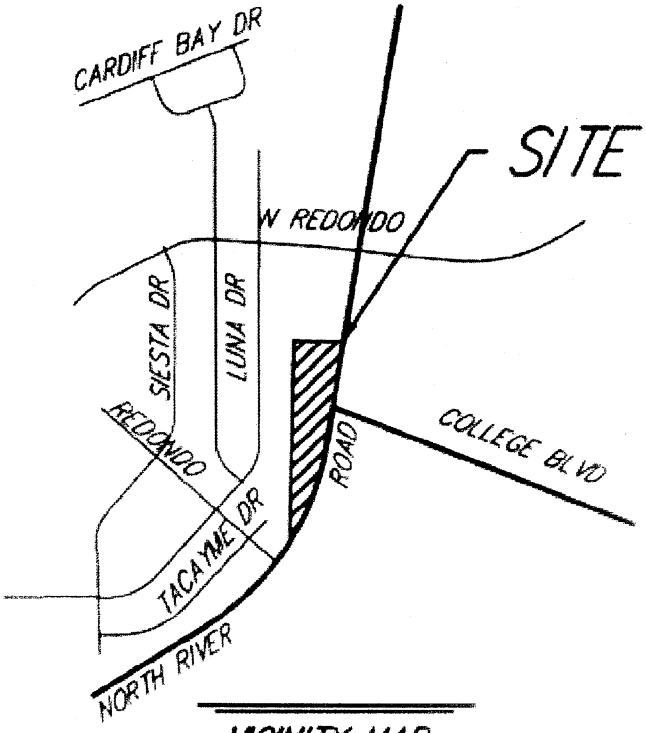
8. PROJECT DESCRIPTION:

The proposed project consists of a Development Plan (D-25-05) for an approximately 17,759-square foot limited commercial center. The property has General Plan land use and zoning designations of Special Commercial (SC) and Special Commercial Limited (CS-L), respectively.

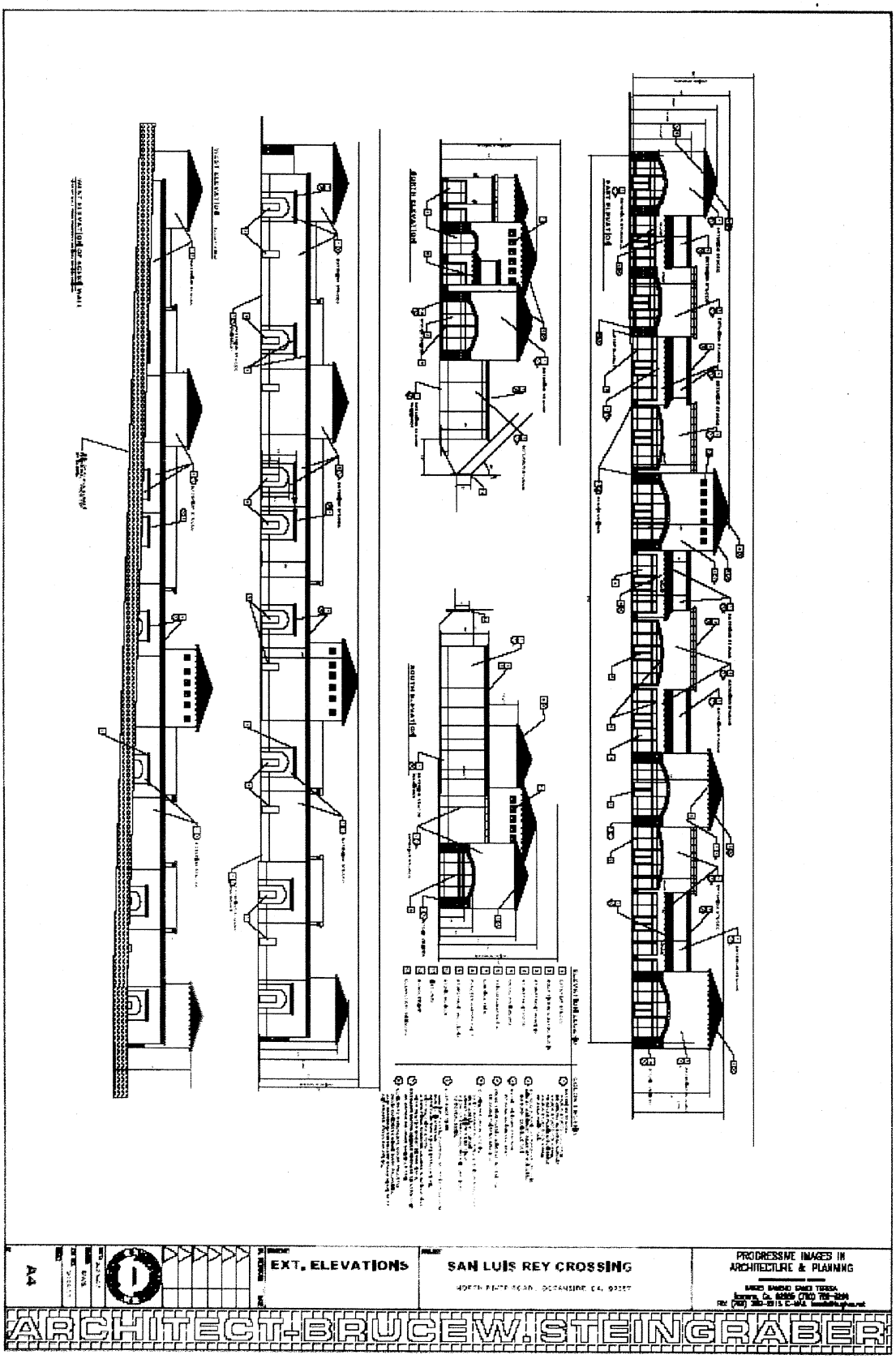
The subject property is 1.98 gross acres and is located at the western terminus of College Boulevard and North River Road (APN 157-040-45), within the North Valley planning neighborhood. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

DEVELOPMENT PLAN - COMMERCIAL

d) The proposed Development Plan includes a commercial center with up to 13 commercial suites ranging in size from 840 square feet to 1,863 square feet. Future permitted uses may include any variety of the allowed uses outlined in the underlying CS-L zoning district regulations per Section 1120 of the Zoning Ordinance. The commercial uses will also be consistent with Section 2.245 of the Land Use Element which regulates types of commercial uses not permitted for this particular site. San Luis Rey Crossing is specifically designed to comply with land use and zoning regulations. Per Section 2.245 of the Land Use Element, the policy established for a Special Commercial Area such as this site is: "The design and location of buildings, landscaping,... shall maximize protection to the adjacent single family development." The site and architecture have also been designed according to the commercial design policies of Section 2.27 in the Land Use Element. In keeping with these land use policies, the intent of the overall experience of San Luis Rey Crossing is to create an appealing building design and centralized plaza area with fountain for a relaxed atmosphere at the location of a major crossroads in Oceanside. The proposed building complies with City of Oceanside development regulations for this zoning district, CS-L, including items such as building height and building setbacks. There are no deviations from regulations for this project as designed.



VICINITY MAP
NO SCALE


EXT. ELEVATIONS
SAN LUIS REY CROSSING
PROGRESSIVE IMAGES IN ARCHITECTURE & PLANNING
A4
ARCHITECT-BRUCE W. STEINGRABER

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

The approximately 1.98 acre parcel is located in the City of Oceanside at the western terminus of College Boulevard on the west side of North River Road. The vacant property is bordered by single-family residential to the west, limited industrial uses to the south, North River Road to the east, and a public and semi-public use that includes a SDG&E substation to the north.

10. OTHER REQUIRED AGENCY APPROVALS:

None.

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION AND REFERENCES:

The following documents may be viewed at the City of Oceanside Planning Department, 300 North Coast Highway, Oceanside California:

Brian F. Smith and Associates
Archaeological Investigation for the San Luis Rey Crossing. July 25, 2005
Professional Service Industries, Inc.
Geotechnical Exploration Report for the San Luis Rey Crossing. March 24, 2004
Consultants Collaborative Inc.
Biological Resource Report for the San Luis Rey Crossing. June 15, 2005
Phase One Inc.
Phase One Environmental Site Assessment for the San Luis Rey Crossing. February, 2005
Kimley-Horn and Associates, Inc.
Traffic Impact Analysis for the San Luis Rey Crossing. May, 2006
Excel Engineering
Hydrology and Hydraulics report for the San Luis Rey Crossing. May, 2006
Storm Water Mitigation Plan (SWMP) for the San Luis Rey Crossing. January, 2007
Oceanside, City of
Land Use Element (of the General Plan). 1989.
Noise Element (of the General Plan). 1974
Noise Ordinance.
Zoning Ordinance. 1995.

12. CONSULTATION:

N/A

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The project would not affect any environmental factors resulting in a Potentially Significant Impact. A summary of the environmental factors potentially affected by this project, consisting of the following Potentially Significant Impact Unless Mitigated factors, include:

☐ Aesthetics	☐ Agricultural	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geological
☐ Hazards	☐ Water	☐ Land Use & Planning
☐ Mineral Resources	☒ Noise	☐ Population & Housing
☐ Public Services	☐ Recreation	☒ Transportation
☐ Utilities Systems		

14. ENVIRONMENTAL CHECKLIST

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

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

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

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

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

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.1 AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☒

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) *Have a substantial adverse effect on a scenic vista?* ***No Impact.*** Short-term construction-related aesthetic impacts would consist primarily of grading activities, the presence of construction equipment, and additional signage and warning markers on roadways. No valuable aesthetic resources would be destroyed as a result of construction-related activities. These short-term impacts are temporary and would cease upon project completion.

The proposed project would not result in the obstruction of any scenic vista or view open to the public. The proposed commercial development would be compatible in terms of appearance with the surrounding neighborhood. No visual impacts would occur from project implementation.

The proposed project design features and landscape screening would result in the project having no significant aesthetic impacts.

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

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***No Impact.*** Refer to Responses 14.1a and 14.1b, above.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***No Impact.*** The proposed project would create no new significant source of lighting. OZO, requires that all lighting use shielded luminaries with glare control to prevent light spillover onto adjacent areas. There is a residential neighborhood, *Mission Valley Estates*, to the west or rear of the property. Among the eight parcels abutting the site, two homes are closest to the property line at the southern end of the site. To avoid placing this structure near these two homes, the commercial building is proposed farther north on the property. At the north end of the site, adjacent homes are at least 40 feet from the property line. The center has been designed with a staggered setback along the rear property line to further maximize the distance from these homes. For example, the north-end of the building will be about 65 feet from the nearest house. Even where the commercial building is 15 feet from the rear property line, the closest home is still approximately 55 feet away from this commercial use. The location of the center on-site will also provide the homes with a buffer from light and noise from the proposed parking area and vehicles traveling on North River Road and College Boulevard. Where the building is not located along the rear property line, proposed trees and a new decorative split-face masonry wall will serve as two types of buffers from any light and noise for these homes. "Monterey"-style light fixtures are proposed in the parking lot that will capture the look and feel of the California Mission inspired architectural style with bell shape reflector shade and decorative mounting arms. These light fixtures have been carefully selected to match the building's architectural style and to confine lighting to the immediate parking area. No formal photometric study/summary is required. All project lighting will comply with The City of Oceanside light pollution ordinance chapter 39 (Ord. No. 91-46, § 1, 10-9-91).

The project would have no impact.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.2 AGRICULTURAL RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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.*** Designated land uses within the project area do not include agricultural uses and project implementation would not result in conversion of existing farmland to non-agricultural uses. Therefore, the project does not affect an agricultural resource area and thus does not impact designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

c) *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.*** As previously stated, the proposed project area is not located within an agricultural area. Thus, implementation of this project would not result in changes in the environment, which would result in the conversion of farmland to non-agricultural use. No impacts are anticipated in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.3 AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

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

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

CONSTRUCTION EMISSIONS

Short-term minor impacts associated with the demolition and construction phases may result in local nuisances associated with increased dust/particulate levels. Construction activities would result in criteria pollutant emissions from stationary and mobile equipment, including material delivery trucks and worker vehicles to and from the project site. This would be a temporary construction impact, which would exist on a short-term basis during construction and would cease upon completion of construction. Adherence to standard dust control procedures would reduce potential construction-related air quality impacts to less than significant levels. Temporary construction related air quality impacts would include:

- Particulate (fugitive dust and PM_{10}) emissions from clearing and grading activities on-site;

- Off-site air pollutant emissions at the power plant(s) serving the site, while temporary power lines are needed to operate construction equipment and provide lighting;

- Exhaust emissions and potential odors from the construction equipment used on-site as well as the vehicles used to transport materials to and from the site; and

- Exhaust emissions from the motor vehicles of the construction crew.

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

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

Due to the relatively limited scale of construction required for the proposed project, construction related emissions will not exceed SDAPCD threshold criteria for significant air quality impacts (refer to Table 1 & Table 2 below).

Section 1.01 Table 3.1 SDAPCD Construction Emission Thresholds

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

Table 3.2 Daily Construction Emissions

CONSTRUCTION AIR EMISSIONS – SDAPCD THRESHOLDS

Emissions Source	Pollutant (pounds/day)[1]				
	VOC	NO_x	CO	PM_{10}	SO_x
YEAR 2007 (GRADING AND BUILDING CONSTRUCTION)					
Unmitigated Emissions	11.14	74.42	91.65	50.12	0.00
SDAPCD Thresholds	75	250	550	100	250
Is Threshold Exceeded?	***NO***	***NO***	***NO***	***NO***	***NO***
Mitigated Emissions[2]	11.14	74.42	91.65	10.02	0.00
SDAPCD Thresholds	75	250	550	100	250
Is Threshold Exceeded After Mitigation?	***NO***	***NO***	***NO***	***NO***	***NO***
YEAR 2008 – (BUILDING CONSTRUCTION, ARCHITECTURAL COATINGS, ASPHALT LAYDOWN)					
Unmitigated Emissions	49.18	70.20	96.64	2.46	0.00
SDAPCD Thresholds	75	250	550	100	250
Is Threshold Exceeded?	***NO***	***NO***	***NO***	***NO***	***NO***
Mitigated Emissions[2]	49.18	70.20	96.64	2.46	0.00
SDAPCD Thresholds	75	250	550	100	250
Is Threshold Exceeded After Mitigation?	***NO***	***NO***	***NO***	***NO***	***NO***

VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter, up to 10 microns

Notes

1. Emissions were calculated using the URBEMIS 2002 Computer Model, as recommended by the SDAPCD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the URBEMIS 2002 computer model and as typically required by the SDAPCD. The mitigation includes the following: properly maintain of mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. Refer to Appendix A (Air Modeling Data) for assumptions used in this analysis, including quantified emissions reduction by mitigation measures.

CONSTRUCTION AIR EMISSIONS – SCAQMD THRESHOLDS

Emissions Source	Pollutant (pounds/day)[1]				
	VOC	NO_x	CO	PM_{10}	SO_x
YEAR 2007 (GRADING AND BUILDING CONSTRUCTION)					
Unmitigated Emissions	11.14	74.42	91.65	50.12	0.00
SCAQMD Thresholds	75	100	550	150	150
Is Threshold Exceeded?	***NO***	***NO***	***NO***	***NO***	***NO***
Mitigated Emissions[2]	11.14	74.42	91.65	10.02	0.00
SCAQMD Thresholds	75	100	550	150	150
Is Threshold Exceeded After Mitigation?	***NO***	***NO***	***NO***	***NO***	***NO***
YEAR 2008 – (BUILDING CONSTRUCTION, ARCHITECTURAL COATINGS, ASPHALT LAYDOWN)					
Unmitigated Emissions	49.18	70.20	96.64	2.46	0.00
SCAQMD Thresholds	75	100	550	150	150
Is Threshold Exceeded?	***NO***	***NO***	***NO***	***NO***	***NO***
Mitigated Emissions[2]	49.18	70.20	96.64	2.46	0.00
SCAQMD Thresholds	75	100	550	150	150
Is Threshold Exceeded After Mitigation?	***NO***	***NO***	***NO***	***NO***	***NO***

VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter, up to 10 microns

Notes

1. Emissions were calculated using the URBEMIS 2002 Computer Model, as recommended by the SCAQMD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the URBEMIS 2002 computer model and as typically required by the SCAQMD. The mitigation includes the following: properly maintain of mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. Refer to Appendix A (Air Modeling Data) for assumptions used in this analysis, including quantified emissions reduction by mitigation measures.

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

- Emissions calculated using the URBEMIS2002 Computer Model as recommended by the SDAPCD and SCAQMD.
- Calculations include emissions from numerous sources including: site grading, construction worker trips, stationary equipment, diesel mobile equipment, truck trips, and asphalt off gassing.
- Refer to Appendix A, *AIR QUALITY DATA*, for assumptions used in this analysis, including quantified emissions reduction by mitigation measures.

LONG-TERM OPERATIONAL EMISSIONS

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

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* ***No Impact.*** Refer to Responses a and b.

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

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

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

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

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?* **No Impact.** A biological resource report (May 2005) was prepared for the proposed project by Consultants Collaborative, Inc. A biological resource survey was conducted on the approximately 1.98 acre parcel on May 20, 2005 to identify the biological resources present on the site, and to determine the potential impacts incurred from the proposed development of the property. The site was walked on foot and resources mapped using a January 2003 aerial photograph of the area. Biological resources are considered sensitive with respect to local, state, and federal resource agencies. No sensitive species and/or habitats were observed on-site. The approximately 1.98 acre parcel is located in the City of Oceanside on the west side of the intersection of North River Road and College Blvd. The site is proposed to be developed as a retail center. The property is bounded by North River road to the east, single family homes to the west and south, and immediately to the north is an undeveloped area less than an acre in size. It appears that the property has been potentially historically graded in conjunction with the prior development of the single family homes that bound the property to the west and south, and by the construction of North River Road. Currently, the property supports a single habitat type; disturbed habitat. This habitat type is typified by supporting a total vegetative cover of less than 5%. The annual non-native species that make up the vegetative cover include: Tocolote (Centauea melitensis), Erodium cicitarium, Bromus sp., fennel, and black mustard. Furthermore, to reduce the fire hazard potential to the adjacent homes and road, the property is required to be maintained as such. No sensitive biological resources were observed on-site. A single mature eucalyptus tree is located on the north-eastern corner of the property. No raptor nests (active or indications of prior use) were observed in the tree. The existing date palm, eucalyptus trees, and pepper trees as located on the tree survey, will be

removed in order to perform the necessary grading on-site. The proposed trees for the project will be upsized from the required minimum to conform to the City's tree mitigation schedule.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service?* ***No Impact.*** According to the Biological Resources Report, the proposed project would have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wild Service.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* ***No Impact.*** No wetlands, as defined by Section 404 of the Clean Water Act, will be impacted by the proposed project. Thus, the project would not result in impacts to wetlands; no wetland mitigation is required.

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.*** Project implementation would not interfere with the movement of any native resident or migratory fish or wildlife species, with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

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

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* ***No Impact.*** The project area is situated in the Multiple Habitat Conservation Plan (MHCP). The site was evaluated as to its overall biological quality and potential regional importance under the City's Preliminary Final Subarea Plan (Amec 2004). The Subarea Plan is designed to become the primary guidance for determination of regional importance for the City. The Multiple Habitat Conservation Program (MHCP) for North County (SANDAG 2003) is the basis upon which the Draft Subarea Plan was formed. The Draft Subarea Plan includes a proposed preserve design that is consistent with the MHCP's regional preserve design. Therefore, the proposed project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5 of CEQA?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5 of CEQA?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) *Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5 of CEQA?* **No Impact.** A record search and cultural resource survey was performed for the site by Brian F. Smith and Associates (July 2005). No archaeological or historical site was identified on the property. Additionally, no geologic formations occur on the sites that potentially contain paleontological resources or unique geologic formations. There is no potential for cultural resources on the project site.

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

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

d) *Disturb any human remains, including those interred outside of formal cemeteries?* ***No Impact.*** There are no known grave sites within the project limits. Therefore, the disturbance of human remains is not anticipated. However, in the unlikely event that human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of any human remains find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery, and shall complete the inspection within 24 of notification by the NAHC. The MLD will have the opportunity to make recommendations to the NAHC on the disposition of the remains.

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

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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

1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.* ***No Impact.*** The project site is located within the seismically active southern California region and would likely be subjected to ground shaking, thus exposing the proposed project to seismic hazards. No known active seismic faults traverse the City of Oceanside. Impacts are not anticipated.

2) *Strong seismic ground shaking?* ***No Impact.*** The proposed project would be required to be in conformance with the Uniform Building Code (UBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable standards. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to No Impact.

3) *Seismic-related ground failure, including liquefaction* ***No Impact.*** Liquefaction is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. According to the *City of Oceanside General Plan,* dated *June 2002*, the project area is not susceptible to liquefaction hazards.

4) *Landslides?* ***No Impact.*** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. However, according to the *City of Oceanside General Plan*, the project site is not located within a known or highly suspected landslide area. Further, site stabilization and soil compaction requirements required by project geotechnical investigation and design parameters established by the most recent UBC and the City's Seismic Hazard Mitigation Ordinance would reduce any potential impacts to less than significant levels.

b) *Result in substantial soil erosion or the loss of topsoil?* ***Less Than Significant Impact.*** Grading and trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The contractor will be required to comply with standard engineering practices for erosion control and a qualified soils engineer will monitor soil compaction during construction. Implementation of the following preventative measures would reduce potential soil erosion impacts to less than significant levels. Potential soil erosion or loss of topsoil resulting from construction and construction related activities is not considered a significant impact.

Preventative Measure:

GEO 1. An erosion and sediment control plan will be prepared and submitted for review and approval prior to issuance of grading permit. The plan shall outline methods that shall be implemented to control erosion from graded or cleared portions of the site, including but not limited to straw bales, sandbags, soil binders, diversion fences, desilting basins, etc. The Plan shall be prepared in accordance with the City's grading ordinance, the City's water quality ordinance, the latest NPDES Permit and to the satisfaction of the City Water Quality Engineer.

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.*** No water extractions or similar practices are anticipated to be necessary that are typically associated with project-related subsidence effects. In addition, surface material which would be disrupted/displaced would be balanced and re-compacted on-site during project construction. Adherence to standard engineering practices would result in less than significant impacts related to subsidence of the land. Refer to Response 14.6a, above.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?* ***No Impact.*** The dominant soil association in the project area is Quaternary Alluvium Deposits. The Quaternary Alluvium Deposits were excavated generally as medium dense to very dense, silty to clayey fine sand and hard, highly cemented, clayey silt with fine sand extending to the maximum explored depth of thirty five and one-half feet bgs. Some perched water was observed above the highly cemented layer. Groundwater was not encountered within the maximum explored depth of thirty five and one-half feet below the existing ground surface.

Further, adherence to standard engineering practices contained within the most recent UBC will reduce any potential impacts to less than significant levels.

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

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.7 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Based on the findings of this Phase I Environmental Site Assessment, February, 2005 ***PHASE ONE* INC.** has identified no major, no medium, and no minor environmental concerns currently associated with the subject site.

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

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* ***No Impact.*** The proposed project is not anticipated to result in a release of hazardous materials into the environment. However, during the short-term period of project construction, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The contractor will be required to use standard construction controls and safety procedures which would avoid and minimize the potential for accidental release of such substances into the environment.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***No Impact.*** No existing or proposed school facilities are located within a one-quarter mile radius of the project site.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* ***No Impact.*** According to the *Preliminary Hazardous Materials Assessment*, the proposed project site is not included on a list of sites containing hazardous materials, and would not result in a significant hazard to the public or to the environment.

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

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

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

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* ***No Impact.*** The project is not adjacent to a wild land area or residence intermixed with wild lands.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.8 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☐	☒
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

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

Additional impacts related to water quality would range over three different phases of project implementation: 1) during the earthwork and construction phase, when the potential for erosion, siltation and sedimentation into on-site drainages would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with site runoff would increase.

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

Preventative Measures:

The Storm Water Management Plan (SWMP) shall emphasize structural and non-structural Best Management Practices (BMPs) in compliance with NPDES Program requirements. Specific measures shall include:

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

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* ***No Impact.*** The project would not have the potential to substantially deplete groundwater supplies or interfere with groundwater recharge. Potential dewatering activities associated with construction would be short-term in nature, and would not substantially affect the groundwater table. The project would not have the capacity to increase the amount of water

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

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

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* ***No Impact.*** Refer to Response (c), above.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* ***No Impact.*** Construction of proposed improvements may result in minor changes in the amount of runoff due to an increase in the amount of impermeable surface area within the project site. Surface runoff velocities, volumes and peak flow rates would have a minor increase due to impervious surfaces. However, due to limited area of open space which would be converted to impermeable surfaces, the proposed project would not have the capacity to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water.

f) *Otherwise substantially degrade water quality?* ***No Impact.*** Discharge from the proposed project through stormwater facilities would consist of non-point sources. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, and careless material storage and handling. Majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period. However, due to the nature of the proposed project, as a water distribution/storage tank and associated pipeline, project impacts in this regard are not considered to be significant.

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

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* ***No Impact.*** The project site is not located within a 100-year flood hazard area. Refer to Response 14.8c and Response 14.8d, above, for additional discussion.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?* ***No Impact.*** As previously stated, the project does not propose any new housing or building structures within the 100-year flood plain. However, as previously mentioned above, under Section 14.6, *Geology and* Soils) the project area could be subject to ground shaking from various earthquakes due to its proximity to the various fault zones. Ground shaking during a major earthquake on any of the regionally active or potentially active faults may cause damage to the proposed reservoir, resulting in temporary loss of fire flow pressure, and/or nominal downstream flooding. However, the volume of water released during a rupture of the reservoir would be accommodated by the natural drainage swale which drains the project site and would not result in damage to residences in the vicinity. Adherence with the current UBC design criteria relative to seismic events would reduce impacts to less than significant levels.

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

k) *Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?* ***No Impact.***

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

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

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

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

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

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

r) *Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?* ***No Impact.*** The project would discharge directly into surface waters nor involve operational characteristics that would result in pollutant discharges into such waters including pesticides, herbicides, fertilizers and similar chemicals.

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

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

u) *Impact aquatic, wetland, or riparian habitat?* ***No Impact.*** See Response to Section IV.b) of this document.

v) *Potentially impact stormwater runoff from construction or post construction?* ***No Impact.*** Construction of proposed improvements may result in minor changes in the amount of runoff due to an increase in the amount of impermeable surface area within the project site. Surface runoff velocities, volumes and peak flow rates would have a minor increase due to impervious surfaces. However, due to limited area of open space which would be converted to impermeable surfaces, the proposed project would not have the

capacity to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water.

w) *Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?* ***No Impact.*** Discharge from the proposed project through stormwater facilities would consist of non-point sources. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, and careless material storage and handling. Majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period. However, due to the nature of the proposed project, as a water distribution/storage tank and associated pipeline, project impacts in this regard are not considered to be significant.

x) *Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?* ***No Impact.*** Compliance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity would prevent stormwater pollution from impacting waters of the U.S. in the vicinity of the project site.

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

z) *Create significant increases in erosion of the project site or surrounding areas?* ***No Impact.*** See Response to Section IV. b) of this document.

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

San Luis Rey Crossing is specifically designed to comply with land use and zoning regulations. Per Section 2.245 of the Land Use Element, the policy established for a Special Commercial Area such as this site is: "The design and location of buildings, landscaping,...shall maximize protection to the adjacent single family development."

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

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* ***No Impact.*** The proposed project is consistent with the General Plan Land Use Element's designation for the project site and with the Official Zoning Map designation of the property. Therefore, no impacts would occur in this regard.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* ***No Impact.*** Refer to Response 14.4(f) above, which concludes the project would not conflict with any habitat conservation plan

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

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

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?* ***No Impact.*** Refer to Response 14.10a, above.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.11 NOISE. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* ***Potentially Significant Unless Mitigated.*** The proposed project would create a short-term impact in terms of construction noise. Noise generated by construction and demolition equipment, including trucks, backhoes and other equipment, may temporarily impact nearby sensitive receptors. Construction noise is estimated to be approximately 92 dBA at 50 feet from the source. Pursuant to the City's Noise Ordinance standards, construction activities would be limited to daytime hours for the duration of construction. Also, all vehicles and equipment will use available noise suppression devices and be equipped with mufflers during construction activities.

Mitigation Measures:

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

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

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

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

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

N.6 Notification will be given to residences within 91 meters (300 feet) of planned construction activities thirty (30) days prior to commencement of demolition activity, and will include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will taken, and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ***Less Than Significant Impact.*** The amounts of construction and demolition required for the proposed facility is not anticipated to generate excessive groundborne vibrations or noise levels. Additionally, this Project is not anticipated to include pile driving activities; therefore, ground borne vibration is not expected to occur. Due to the temporary nature of construction activities, impacts in this regard are considered to be less than significant. Also, refer to discussion 4.11a, above.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ***No Impact.*** Due to the nature and scope of the proposed project a permanent increase in the ambient noise level in the project vicinity would not occur.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* ***Less Than Significant.*** As noted above, the implementation of the proposed project may result in short-term increased noise levels within the project vicinity due to construction activities. This temporary condition would cease upon project completion and is subject to the City's noise mitigation guidelines.

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

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

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

proposed project would not induce growth through the extension or expansion of major capital infrastructure. No impacts to population and housing beyond those identified within the *City's General Plan* would occur.

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

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* ***No Impact.*** Refer to Response 14.12a and 14.12b, above.

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

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

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

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

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

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 Unless Mitigated.*** A Traffic Impact Study, Kimley-Horn and Associates, Inc. May 2006, was prepared for San Luis Rey Crossing. San Luis Rey Crossing would generate 710 trips on a daily basis, with 21 trips during the morning peak hour and 64 trips during the afternoon peak hour. With the trip reduction for passby trips applied to daily and the morning and afternoon peak hours, the proposed project would generate 639 trips on a daily basis, with 19 trips during the morning peak hour and 58 trips during the afternoon peak hour. These reduced project trips are applied to the intersections and roadway segments that are not adjacent to the project site. Project trip generation was calculated as follows based on SANDAG rates.

Project Trip Generation Analysis							
Land Use	Commercial 1000GSF of floor space						
SANDAG class	17.759 KSF X 40 = 710 ADT						
Trip Generation Factors;	3% of ADT split 60/40			9% of ADT split 50/50			
	AM Peak Hour			PM Peak Hour			
	In	Out	Tot	In	Out	Tot	ADT
SANDAG trip factors	0.72	0.48	1.2	1.8	1.8	3.6	40
Project Peak Hour and ADT Trip Generation							
	AM Peak Hour			PM Peak Hour			
	In	Out	Tot	In	Out	Tot	ADT
Project Trip Gen.	13	9	21	32	32	64	710

North River Road between Vandegrift Boulevard and College Boulevard and College Boulevard between North River Road and Adams Street are both operating at unacceptable levels of service on a daily basis under existing traffic conditions (LOS D and E, respectively). For this reason, the City of Oceanside has determined that all developments contributing traffic to these segments will be required to make a fair-share contribution to a proposed adaptive signal system proposed for the North River Road and College Boulevard corridors. The implementation of adaptive signal hardware on would be a creative measure that would serve to increase traffic flow along these roadways.

Table ES-3
Summary of Intersection Operations
All Traffic Conditions

Intersection	AM Peak Hour											
	Existing		Existing plus Project		Project Impact in sec.	Signif. Project Impact	Short-term Future without Project		Short-term Future with Project		Project Impact in sec.	Signif. Project Impact
	Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
North River Road Road at:												
Redondo Drive	9.5	A	9.5	A	0.0	NO	23.2	C	23.3	C	0.1	NO
College Boulevard	21.2	C	30.2	C	9.0	NO	39.3	C	92.3	F	53.0	YES
Redondo Dr	24.9	C	25.0	C	0.1	NO	26.3	D	26.3	C	0.0	NO
College Boulevard at:												
Park Entrance	NA	NA	NA	NA	NA	NA	4.3	A	4.3	A	0.0	NO
Adams Street	8.4	A	8.6	A	0.2	NO	13.4	B	13.6	B	0.2	NO

Intersection	PM Peak Hour											
	Exixting		Existing plus Project		Project Impact in sec.	Signif. Project Impact	Short-term Future without Project		Short-term Future with Project		Project Impact in sec.	Signif. Project Impact
	Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
North River Road Road at:												
Redondo Drive	9.1	A	9.2	A	0.1	NO	20.1	C	20.2	C	0.1	NO
College Boulevard	33.7	C	73.0	E	39.3	YES	55.7	E	104.6	F	48.9	YES
Vandergrift Rd/North Redondo Dr	27.9	C	28.1	C	0.2	NO	29.9	C	30.2	C	0.3	NO
College Boulevard at:												
Park Entrance	NA	NA	NA	NA	NA	NA	2.7	A	2.7	A	0.0	NA
Adams Street	10.3	B	10.7	B	0.4	NO	12.4	B	12.9	B	0.5	NO

Intersection delay is measured in seconds per vehicle.
NA = Not Applicable - Intersection does not currently exist.

Mitigation Measures:

T.1 Because of the need to modify the signal phasing at the intersection of North River Road and College Boulevard to accommodate the driveway leg for the proposed San Luis Rey Crossing project, the project would have significant traffic impacts at the intersection of North River Road and College Boulevard under existing plus project and short-term future plus project traffic conditions. The recommended mitigation for this impact is the construction of a northbound right-turn overlap phase..

T.2 North River Road between Vandegrift Boulevard and College Boulevard and College Boulevard between North River Road and Adams Street are both operating at unacceptable levels of service on a daily basis under existing traffic conditions (LOS D and E, respectively). For this reason, the City of Oceanside has determined that all developments contributing traffic to these segments will be required to make a fair-share contribution to a proposed adaptive signal system proposed for the North River Road and College Boulevard corridors. The implementation of adaptive signal hardware on would be a creative measure that would serve to increase traffic flow along these roadways.

T.3 Project traffic associated with the San Luis Rey Crossing project, while not having a significant traffic impact on these segments, has an incremental effect on the poor levels of service. City staff has indicated that the San Luis Ray Crossing project will be required to make a fair-share contribution to the adaptive signal system for the intersections of North River Road/Vandegrift Boulevard, North River Road/College Boulevard, and College Boulevard/Adams Street. Based on the ratio of the growth in

traffic between existing and short-term future traffic conditions using the average of the morning and afternoon peak hour traffic volumes at the each of the three intersections, the fair share contribution of the proposed development would be $5,925.

T.4 The applicant shall pay all applicable traffic signal and thoroughfare fees and implement all of the City of Oceanside traffic requirements and conditions of approval.

b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?* ***No Impact.*** Refer to Response 14.14a, above.

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

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* ***No Impact.*** Refer to Response 14.14a, above.

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

f) *Result in inadequate parking capacity?* ***No Impact.*** Due to the location and nature of the proposed project, no impacts in regards to parking would occur. An adequate staging area will be provided for short-term construction equipment. No impacts are anticipated in this regard.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* ***No Impact.*** Project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation. Impacts are not anticipated in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.15 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project=solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* ***No Impact.*** The nature and scope of the proposed project would not require or result in the construction of wastewater treatment facilities (refer to Response 4.15a, above).

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

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

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* ***No Impact.*** Refer to Response 14.15a, above.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***No Impact.*** The proposed project does not require the demolition and/or removal of existing improvements.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ***No Impact.*** Refer to Response 14.15f, above.

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

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?* ***No Impact.*** As discussed in the sections pertaining to biological resources and cultural resources the proposed project does not have the potential to degrade the quality of the environment by reducing the habitat of any sensitive plant or animal species. The proposed project would not does not have the potential to eliminate important examples of California history or prehistory.

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?* ***No Impact.*** As discussed in the sections pertaining to air quality, biological resources, noise, hydrology and water quality the proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.

c) *Does the project have impacts which are individually limited, but cumulatively considerable (ACumulatively considerable@ means the project=s incremental effects are considerable when compared to the past, present, and future effects of other projects)?* ***No Impact.*** Implementation of the proposed project has the potential to result in significant impacts related to noise and traffic. With implementation of the recommended mitigation measures, the project's contribution to cumulative impacts would be reduced to the maximum extent feasible.

d) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?* ***No Impact.*** As discussed in the sections pertaining to noise and traffic above, mitigation measures have been incorporated into the proposed project to reduce all short term and long term impacts below significance thresholds. Therefore the proposed project would not cause substantial adverse effects, either directly or indirectly, to human beings. Based on this environmental analysis, the proposed project will not degrade the quality of the environment, result in long term or cumulative impacts, or have substantial adverse effects on human beings, either directly or indirectly.

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

Matthew Simmons V.P. of Field Operations

18. 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.

19. 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.

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

Jerry Hittleman, Senior Planner / Environmental City of Oceanside

21. 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.

Matthew Simmons, authorized representative

Appendix A
Air Modeling Data

Parenthetical URBEMIS2002 Assumptions
For: San Luis Rey Crossing
Date: May 21, 2007

LAND USES

Amount	Land Use Type	Trip Rate	Unit Type
17.759	Commercial	3.32	Thousand Square Feet

CONSTRUCTION SOURCES

Start Date: October 1
Duration of construction activities: 6 months

PHASE I

Phase 1 – Demolition (buildings, asphalt, etc.):

None

Phase 2 - Site Grading:

Total Acreage Disturbed	Acreage Disturbed Daily	Duration	Fugitive Dust
1.98	0.5	1 month	Low

Cut/Fill

4,730 cubic yards of cut
4,040 cubic yards of fill

Soil Hauling:

690 cubic yards

Equipment:

Quantity	Type	Hours of Daily Operation
1	Off Highway Tractor	8 hours operation
2	Off Highway Trucks	8 hours operation
3	Tractors/Loaders/Backhoes	8 hours operation

Phase 3 – Building Equipment:

Duration:

3 months

Equipment:

Quantity	Type	Hours of Daily Operation
2	Off Highway Trucks	8 hours operation
1	Tractors/Loaders/Backhoes	8 hours operation

Phase 3 – Architectural Coatings:

Duration –1 Month
Emission Factor = 0.0116 pounds per square feet (based on SCAQMD, *URBEMIS 8.7 Model Update*, August 2005).

Phase 3 – Asphalt

Duration – 0.5 Month
Acres to be Paved – 0.87 acres

Equipment:

Quantity	**Type**	**Hours of Daily Operation**
1	Pavers	8 hours operation
1	Paving Equipment	8 hours operation
1	Rollers	8 hours operation

Phase 3 - Worker Commute

(URBEMIS2002 default all phases)

Construction Mitigation:

Refer to URBEMIS2002 file output.

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	11.14	74.42	91.65	0.00	50.12	2.97	47.15
TOTALS (lbs/day, mitigated)	11.14	74.42	91.65	0.00	10.02	2.97	7.05

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	49.18	70.20	96.84	0.00	2.46	2.43	0.03
TOTALS (lbs/day, mitigated)	49.18	70.20	96.84	0.00	2.46	2.43	0.03

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	11.14	74.42	91.65	0.00	50.12	2.97	47.15
TOTALS (lbs/day, mitigated)	11.14	74.42	91.65	0.00	10.02	2.97	7.05

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	49.18	70.20	96.84	0.00	2.46	2.43	0.03
TOTALS (lbs/day, mitigated)	49.18	70.20	96.84	0.00	2.46	2.43	0.03

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.28	1.82	2.45	0.00	0.43	0.07	0.36
TOTALS (tpy, mitigated)	0.28	1.82	2.45	0.00	0.12	0.07	0.05

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.48	1.67	2.36	0.00	0.06	0.06	0.00
TOTALS (tpy, mitigated)	0.48	1.67	2.36	0.00	0.06	0.06	0.00

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: October, 2007
Construction Duration: 6
Total Land Use Area to be Developed: 1.98 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 17759

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	47.14	-	47.14
Off-Road Diesel	10.99	73.02	89.21	-	2.94	2.94	0.00
On-Road Diesel	0.06	1.16	0.22	0.00	0.03	0.03	0.00
Worker Trips	0.09	0.24	2.22	0.00	0.01	0.00	0.01
Maximum lbs/day	11.14	74.42	91.65	0.00	50.12	2.97	47.15
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	49.08	66.00	-	1.88	1.88	0.00
Bldg Const Worker Trips	0.13	0.25	2.65	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	7.97	49.33	68.65	0.00	1.89	1.88	0.01
Max lbs/day all phases	11.14	74.42	91.65	0.00	50.12	2.97	47.15
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	48.05	66.17	-	1.71	1.71	0.00
Bldg Const Worker Trips	0.12	0.25	2.61	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	37.46	-	-	-	-	-	-
Arch Coatings Worker Trips	0.04	0.03	0.54	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.35	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.07	1.36	0.26	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	49.18	70.20	96.84	0.00	2.46	2.43	0.03
Max lbs/day all phases	49.18	70.20	96.84	0.00	2.46	2.43	0.03

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	7.04	-	7.04
Off-Road Diesel	10.99	73.02	89.21	-	2.94	2.94	0.00
On-Road Diesel	0.06	1.16	0.22	0.00	0.03	0.03	0.00
Worker Trips	0.09	0.24	2.22	0.00	0.01	0.00	0.01
Maximum lbs/day	11.14	74.42	91.65	0.00	10.02	2.97	7.05
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	49.08	66.00	-	1.88	1.88	0.00
Bldg Const Worker Trips	0.13	0.25	2.65	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	7.97	49.33	68.65	0.00	1.89	1.88	0.01
Max lbs/day all phases	11.14	74.42	91.65	0.00	10.02	2.97	7.05
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	48.05	66.17	-	1.71	1.71	0.00
Bldg Const Worker Trips	0.12	0.25	2.61	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	37.46	-	-	-	-	-	-
Arch Coatings Worker Trips	0.04	0.03	0.54	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.35	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.07	1.36	0.26	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	49.18	70.20	96.84	0.00	2.46	2.43	0.03
Max lbs/day all phases	49.18	70.20	96.84	0.00	2.46	2.43	0.03

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0116
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: October, 2007
Construction Duration: 6
Total Land Use Area to be Developed: 1.98 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 17759

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	47.14	-	47.14
Off-Road Diesel	10.99	73.02	89.21	-	2.94	2.94	0.00
On-Road Diesel	0.06	1.16	0.22	0.00	0.03	0.03	0.00
Worker Trips	0.09	0.24	2.22	0.00	0.01	0.00	0.01
Maximum lbs/day	11.14	74.42	91.65	0.00	50.12	2.97	47.15
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	49.08	66.00	-	1.88	1.88	0.00
Bldg Const Worker Trips	0.13	0.25	2.65	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	7.97	49.33	68.65	0.00	1.89	1.88	0.01
Max lbs/day all phases	11.14	74.42	91.65	0.00	50.12	2.97	47.15
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	48.05	66.17	-	1.71	1.71	0.00
Bldg Const Worker Trips	0.12	0.25	2.61	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	37.46	-	-	-	-	-	-
Arch Coatings Worker Trips	0.04	0.03	0.54	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.35	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.07	1.36	0.26	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	49.18	70.20	96.84	0.00	2.46	2.43	0.03
Max lbs/day all phases	49.18	70.20	96.84	0.00	2.46	2.43	0.03

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	7.04	-	7.04
Off-Road Diesel	10.99	73.02	89.21	-	2.94	2.94	0.00
On-Road Diesel	0.06	1.16	0.22	0.00	0.03	0.03	0.00
Worker Trips	0.09	0.24	2.22	0.00	0.01	0.00	0.01
Maximum lbs/day	11.14	74.42	91.65	0.00	10.02	2.97	7.05
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	49.08	66.00	-	1.88	1.88	0.00
Bldg Const Worker Trips	0.13	0.25	2.65	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	7.97	49.33	68.65	0.00	1.89	1.88	0.01
Max lbs/day all phases	11.14	74.42	91.65	0.00	10.02	2.97	7.05
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	7.85	48.05	66.17	-	1.71	1.71	0.00
Bldg Const Worker Trips	0.12	0.25	2.61	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	37.46	-	-	-	-	-	-
Arch Coatings Worker Trips	0.04	0.03	0.54	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.35	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.27	20.50	26.96	-	0.68	0.68	0.00
Asphalt On-Road Diesel	0.07	1.36	0.26	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.02	0.01	0.29	0.00	0.00	0.00	0.00
Maximum lbs/day	49.18	70.20	96.84	0.00	2.46	2.43	0.03
Max lbs/day all phases	49.18	70.20	96.84	0.00	2.46	2.43	0.03

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0116
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: I:\pdata\00000100\10P\WPWIN\EddieT\Programs\Air\URBEMIS\URBEMIS2002\SanLuisRey Crossing.urb
Project Name: San Luis Rey Crossing
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

Construction Start Month and Year: October, 2007
Construction Duration: 6
Total Land Use Area to be Developed: 1.98 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 17759

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.36	-	0.36
Off-Road Diesel	0.08	0.56	0.69	-	0.02	0.02	0.00
On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Total tons/year	0.08	0.57	0.71	0.00	0.38	0.02	0.36
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.20	1.24	1.67	-	0.05	0.05	0.00
Bldg Const Worker Trips	0.00	0.01	0.07	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.20	1.25	1.74	0.00	0.05	0.05	0.00
Total all phases tons/yr	0.28	1.82	2.45	0.00	0.43	0.07	0.36
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.26	1.59	2.18	-	0.06	0.06	0.00
Bldg Const Worker Trips	0.00	0.01	0.09	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.01	0.07	0.09	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.48	1.67	2.36	0.00	0.06	0.06	0.00
Total all phases tons/yr	0.48	1.67	2.36	0.00	0.06	0.06	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.05	-	0.05
Off-Road Diesel	0.08	0.56	0.69	-	0.02	0.02	0.00
On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Total tons/year	0.08	0.57	0.71	0.00	0.07	0.02	0.05
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.20	1.24	1.67	-	0.05	0.05	0.00
Bldg Const Worker Trips	0.00	0.01	0.07	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.20	1.25	1.74	0.00	0.05	0.05	0.00
Total all phases tons/yr	0.28	1.82	2.45	0.00	0.12	0.07	0.05
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.26	1.59	2.18	-	0.06	0.06	0.00
Bldg Const Worker Trips	0.00	0.01	0.09	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.01	0.07	0.09	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.48	1.67	2.36	0.00	0.06	0.06	0.00
Total all phases tons/yr	0.48	1.67	2.36	0.00	0.06	0.06	0.00

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 44
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Oct '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Mar '08
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 0.87
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0116
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.

MITIGATION MONITORING PROGRAM
FOR NEGATIVE DECLARATION D-25-05 SAN LUIS REY CROSSING

MITIGATION MEASURES	MONITORING ACTIVITY/TIMING	RESPONSIBILITY
Noise sources associated with construction, repairs, remodeling, or the grading of any real property, shall be exempt from the provisions of the City's noise code if conducted from 7:00 a.m. to 6:00 p.m. on Monday through Friday, or from 8:30 a.m. to 4:30 p.m. on Saturday. Construction is prohibited at any time on Sunday or a Federal holiday.	Prior to issuance of grading permits	Developer
Equipment will use available noise suppression devices and properly maintained mufflers. Construction noise will be reduced by using quiet or "new technology", equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the Project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.	Prior to issuance of grading permits	Developer
During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.	Prior to issuance of grading permits	Developer
The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.	Prior to issuance of grading permits	Developer
Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.	Prior to issuance of grading permits	Developer
Notification will be given to residences within 91 meters (300 feet) of planned construction activities thirty (30) days prior to commencement of demolition activity, and will include a brief description of the project, the overall duration of the various construction stages, noise abatement measures that will taken, and the name and phone number of the construction site supervisor or his designee to report any violation of a noise or mitigation standard.	Prior to issuance of grading permits	Developer

MITIGATION MEASURES	MONITORING ACTIVITY/TIMING	RESPONSIBILITY
Because of the need to modify the signal phasing at the intersection of North River Road and College Boulevard to accommodate the driveway leg for the proposed San Luis Rey Crossing project, the project would have significant traffic impacts at the intersection of North River Road and College Boulevard under existing plus project and short-term future plus project traffic conditions. The recommended mitigation for this impact is the construction of a northbound right-turn overlap phase..	Prior to issuance of grading permits	Developer
North River Road between Vandegrift Boulevard and College Boulevard and College Boulevard between North River Road and Adams Street are both operating at unacceptable levels of service on a daily basis under existing traffic conditions (LOS D and E, respectively). For this reason, the City of Oceanside has determined that all developments contributing traffic to these segments will be required to make a fair-share contribution to a proposed adaptive signal system proposed for the North River Road and College Boulevard corridors. The implementation of adaptive signal hardware on would be a creative measure that would serve to increase traffic flow along these roadways.	Prior to issuance of building permits	Developer
Project traffic associated with the San Luis Rey Crossing project, while not having a significant traffic impact on these segments, has an incremental effect on the poor levels of service. City staff has indicated that the San Luis Ray Crossing project will be required to make a fair-share contribution to the adaptive signal system for the intersections of North River Road/Vandegrift Boulevard, North River Road/College Boulevard, and College Boulevard/Adams Street. Based on the ratio of the growth in traffic between existing and short-term future traffic conditions using the average of the morning and afternoon peak hour traffic volumes at the each of the three intersections, the fair share contribution of the proposed development would be $5,925.	Prior to issuance of building permits	Developer
The applicant shall pay all applicable traffic signal and thoroughfare fees and implement all of the City of Oceanside traffic requirements and conditions of approval.	Prior to issuance of building permits	Developer